



**COMMENT SHEET**  
**VIRGINIA DEPARTMENT OF TRANSPORTATION**  
**DESIGN PUBLIC HEARING**

Meeting Date and Time:  
Thursday, June 12, 2008  
5:00 pm. – 8:00 pm.  
(Presentation at 6:00)

Meeting Location:  
West Springfield High School  
6100 Rolling Road  
Springfield, VA

This comment sheet will become part of the public record for this project.

NAME

(OPTIONAL): \_\_\_\_\_  
(PLEASE PRINT)

ADDRESS: \_\_\_\_\_ ZIP: \_\_\_\_\_

1. Please provide us with any additional information that you believe will assist VDOT in developing the final design of this project:

a. Keep left turns from ~~to~~ Kenwood with safe open median. Traffic on Kenwood is within 2% of Barnack + is 32% higher on Rolling at Kenwood. There is also business + U-turn traffic across Kenwood. Consider traffic light here. (Kenwood)

b. Keep + expand a full right turn lane from Rolling to Keene Mill.

2. Do you support the inclusion of on-street parking with this project? Yes ☐ No ☒ NA  
Do you live in a home that will have on-street parking in front of it? Yes ☐ No ☒

3. Do you think the design of this project will meet the needs of motorists, pedestrians, bicyclists, and other users of the facility? Yes ☐ No ☒

If no, what other features would you like to see incorporated into the design?

a. Parkway (New) should feed into Parkway (old), not Rolling Road, a residential street/neighborhood.  
b. Narrow trail/sidewalk should be further from road + connect across Parkway. Include a parallel multipurpose trail along the Patrick Creek from Parkway to Keene Mill (COT already follows Creek South).  
c. Marked bike lanes only help bikers, and keep motorists further from curb/trails.

4. Do you support the design of the project as presented here tonight?

a. Yes ☐ Yes, with the modifications listed: \_\_\_\_\_

b. No ☒ If no, why not? Minor traffic increase cited should be offset by decline due to gas prices/economy. Highest traffic/congestion is already 4+ lanes and not improved. 2. Appears to change neighborhood from residential to extension of Parkway. Concerns about Parkway, I95/industrial corridor, commercial vehicles, noise, blight/crime, safety, design speed, actual speed, lane widths, bike lanes, turn lanes, cross streets, traffic lights, driveways.

Please leave this comment sheet at the designated location, or mail your comments WITHIN 10 DAYS (postmarked by June 22, 2008) to the addressee on the reverse side.  
on street parking, air quality, storm water/streams, trees, median mowing, trail/sidewalk setbacks,

State Project: 0638-029-156, P104, R204, C504

Federal Project: STP-5401(691) UPC: 5559

width, snow plowing/debris/garbage cans/cars on trail, cross walks, bus stops, cables, time lack of details/discussion/time



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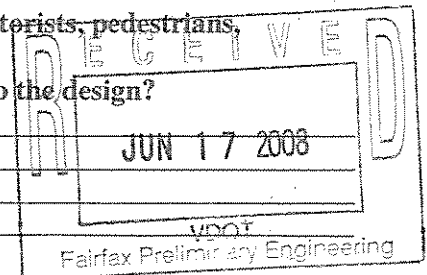
NAME  
(OPTIONAL): \_\_\_\_\_

(PLEASE PRINT)

ADDRESS: \_\_\_\_\_

Greeley Blvd. + Rolling Rd. ZIP: 22152

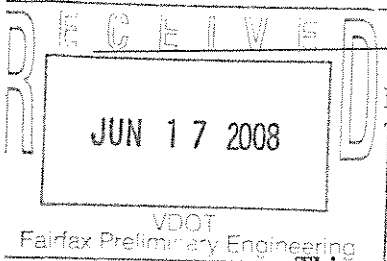
1. Please provide us with any additional information that you believe will assist VDOT in developing the final design of this project:  
None - you have already discussed everything that we want to know (very clearly). You guys did a very good job in your presentation. You can not please everybody.
2. Do you support the inclusion of on-street parking with this project? Yes X No \_\_\_\_\_  
Do you live in a home that will have on-street parking in front of it? Yes \_\_\_\_\_ No X
3. Do you think the design of this project will meet the needs of motorists, pedestrians, bicyclists, and other users of the facility? Yes X No \_\_\_\_\_  
If no, what other features would you like to see incorporated into the design?  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
4. Do you support the design of the project as presented here tonight?  
a. Yes X Yes, with the modifications listed: There's nothing to be modified. It's very clear in your presentation that there will be a sidewalk + a bike trail. There should be (a) bus stops (b) crosswalk for people crossing Rolling from Greeley Blvd  
b. No \_\_\_\_\_ If no, why not?  
\_\_\_\_\_  
\_\_\_\_\_



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NAME

(OPTIONAL):

(PLEASE PRINT)

ADDRESS:

6825 Rolling Rd. Spoke, VA ZIP: 22152

1. Please provide us with any additional information that you believe will assist VDOT in developing the final design of this project:

We do not want the road widened  
we do not want drain pipe through  
my property

2. Do you support the inclusion of on-street parking with this project? Yes ☒ No ☐  
Do you live in a home that will have on-street parking in front of it? Yes ☒ No ☐

only one side should have parking lane

3. Do you think the design of this project will meet the needs of motorists, pedestrians, bicyclists, and other users of the facility? Yes ☐ No ☐

If no, what other features would you like to see incorporated into the design?

no bike lane is needed

4. Do you support the design of the project as presented here tonight?

a. Yes ☐ Yes, with the modifications listed: \_\_\_\_\_

b. No ☒ If no, why not?

if done we want minimal impact to  
all property

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10 DAYS (postmarked by June 22, 2008) to the addressee on the reverse side.

Miller, Douglas C.

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From: ~~Adenwalla~~ Adenwalla  
Sent: Friday, June 06, 2008 9:02 AM  
To: Misaghian, Hamid R., P.E.; Miller, Douglas C.

Re: Rolling Road Widening

My name is Mohammad Adenwalla and I am the owner of Rolling Road Sunoco Service station at 6381 Rolling Road. Directly across from the entrance to Kenwood oaks sub-division on the east side of rolling road, there is a strip mall with 10 commercial businesses including my gas station, an oriental and Indian food store, a cleaner, a night club , several ethnic restaurants, a carpet & mattress store, a computer sales and repair store. Most of the traffic for these businesses enters from southbound rolling road via left turns across northbound rolling rd. A majority of the traffic exiting the strip mall diagonally crosses the northbound rolling road and left turns onto southbound rolling road. The shopping center entrance /exit is about 50 feet off from aligning with Kenwood Ave., but there is sufficient un built on land just south of the gasoline station to allow from such alignment. In addition, continued access into the Kenwood oaks sub-division from northbound rolling road is required via left turn across southbound rolling road. Should this left turn be eliminated into Kenwood Ave., then it would require an additional 0.5 mile to Trafford lane and U-turning onto southbound rolling road. Also each trip would require twice crossing the already busy and accident-prone Old Keene Mill/Rolling Road intersection.

If there are no break in the barrier for the shopping center and the gas station then most customers will go elsewhere. Lower business will mean failed stores which will result in reduced federal, state and county taxes paid.

Please consider appropriate changes in the extension for the median.

I am a substantial tax payer. You will be adversely affecting over 50% of my business. My customers from West Springfield will not be able to access my gas station and will go elsewhere.

My livelihood is at stake.

I will go out of business.

regards

MOHAMMAD ADENWALLA  
OWNER

Rolling Road Sunoco  
6381 Rolling Road  
Springfield, VA 22152

Re: Rolling Road Widening

My name is Mohammad Adenwalla and I am the owner of Rolling Road Sunoco Service station at 6381 Rolling Road. Directly across from the entrance to Kenwood oaks sub-division on the east side of rolling road, there is a strip mall with 10 commercial businesses including my gas station, an oriental and Indian food store, a cleaner, a night club, several ethnic restaurants, a carpet & mattress store, a computer sales and repair store.

Most of the traffic for these businesses enters from southbound rolling road via left turns across northbound rolling rd. A majority of the traffic exiting the strip mall and gas station diagonally crosses the northbound rolling road and left turns onto southbound rolling road. Continued access into the Kenwood oaks sub-division from northbound rolling road is required via left turn across southbound rolling road. Should this left turn be eliminated then it would require an additional 0.5 mile to Trafford lane and U-turning onto southbound rolling road. Also each trip would require twice crossing the already busy and accident-prone Old Keene Mill/Rolling Road intersection.

If there is no break in the barrier for the shopping center and the gas station then most customers will go elsewhere. Lower business will mean failed stores which will result in reduced federal, state and county taxes paid.

Please consider appropriate changes in the extension for the median.

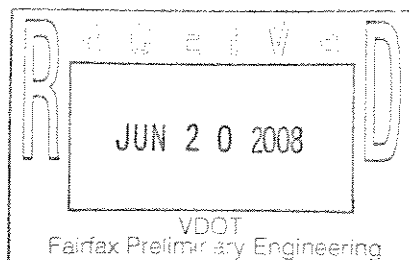
**I am a substantial tax payer. You will be adversely affecting over 50% of my business.**

**It will also adversely affect the livelihood of 15 hardworking Americans.**

**My customers from West Springfield will not be able to access my gas station and will go elsewhere.**

**My livelihood is at stake.**

**I will go out of business.**



Regards

Mohammad Adenwalla  
Owner

Phone (703) 569-9233

Email ~~RollingRoad@verizon.net~~  
Dated June 12, 2008 NET

Miller, Douglas C.

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**From:** HT Angell [mailto:hangell@cox.net]  
**Sent:** Friday, June 20, 2008 2:26 PM  
**To:** NOVA Meeting Comments  
**Cc:** HAMID MISAGHIAN; STEVE LUDDY; CLAUDIA MCDOWELL; BILL DOUGLAS; BRENT RODERICK; William Martin; Mark Spooner; Mike Meyers; Mark S. Sanford; JAMES FRASER  
**Subject:** ROLLING ROAD WIDENING PROJECT

COMMENTS ARE ON ROLLING ROAD PLANS PRESENTED AT PUBLIC HEARING ON JUNE 12, 2008.

I WANT TO THANK HAMID MISAGHIAN FOR HIS ASSISTANCE IN REVISING THE DESIGN OF RHYGATE'S EXIT ROAD TO KEEP CONSTRUCTION OUTSIDE OF OUR COMMUNITY. THIS WAS OUR MAJOR PROBLEM WITH THE CURRENT PLANS; HOWEVER THE FOLLOWING ARE SOME ADDITIONAL DESIGN CONCERNS FOR YOUR CONSIDERATIONS IN FINALIZING THE PLAN.

1. THE EXISTING BRICK WALL IN THE CENTER ISLAND AT THE ENTRANCE TO RHYGATE IS SHOWN ON THE PLANS, BUT THE EXISTING MATCHING WALLS ON EACH SIDE OF THE ENTRANCE ARE NOT SHOWN. THESE WALLS SHOULD BE FIELD LOCATED AND SHOWN ON THE PLANS TO INSURE THAT THEY ARE OUTSIDE THE LIMITS OF CONSTRUCTION. THE BRICK WALL ON THE NORTH SIDE OF THE ENTRANCE WILL INFLUENCE THE LOCATION OF NOISE BARRIER 6 IF IT IS BUILT.
2. IMMEDIATELY EAST OF RHYGATE'S CENTER ENTRANCE WALL ARE TWO EXISTING CURB INLETS, ONE ON EACH SIDE OF THE CENTER ISLAND. THE EXISTING ENTRANCE AND EXIT ROADS SLOPE TO DRAIN TO THESE INLETS. THIS SHOULD BE A CONSIDERATION IN THE CROSS SLOPING OF THE PROPOSED ENTRANCE AND EXIT ROADS FROM ROLLING ROAD TO THE INTERFACE WITH RHYGATE'S ROADS TO INSURE PROPER DRAINAGE.
3. EXISTING UNDERGROUND UTILITIES ( ELECTRIC, TELEPHONE, CABLE TV, AND IN SOME CASES GAS ) ARE LOCATED ALONG THE REAR PROPERTY LINES OF ALL LOTS IN RHYGATE. THESE UTILITIES SHOULD BE A MAJOR CONSIDERATION IN THE LOCATION OF NOISE BARRIER 6, IF IT IS BUILT, AND THE LOCATION OF THE STORM WATER DETENTION BASIN ON THE GOLF COURSE PROPERTY. ALSO THE SANITARY SEWER OUTFALL FROM RHYGATE APPEARS TO CROSS UNDER THE SWDB AS SHOWN ON THE CURRENT PLANS. THE SWDB SHOULD BE MOVED TO A LOCATION THAT DOES NOT IMPACT THE RHYGATE COMMUNITY AND ITS UTILITY SERVICES.
4. THERE IS AN EXISTING CONCRETE SWALE THAT DRAINS TO A VDOT CATCH BASIN ON THE EAST SIDE OF ROLLING ROAD OPPOSITE STATION 1720+75. THE CATCH BASIN IS CONNECTED TO RHYGATE'S DRAINAGE SYSTEM. IN THE NEW ROLLING ROAD DESIGN IT APPEARS THAT THIS SWALE AND THE CATCH BASIN COULD BE REMOVED AND THE AREA GRADED TO DRAIN TO THE PROPOSED CURB AND GUTTER. THIS CATCH BASIN HAS BEEN A CONSTANT MAINTENANCE PROBLEM WITH STOPPAGES FROM LEAVES AND ROAD DEBRIS AND WILL BE AN EYE SORE IF NOT REMOVED.

H.T. (MAX) ANGELL, PE  
8205 TAUNTON PLACE, SPRINGFIELD, VA 22152  
703-569-9676  
[hangell@cox.net](mailto:hangell@cox.net)

Miller, Douglas C.

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**From:** Jared Ball [mailto:contrarankin@gmail.com]  
**Sent:** Thursday, June 12, 2008 9:40 AM  
**To:** NOVA Meeting Comments  
**Subject:** Rolling Road Project

To Whom It May Concern:

As a resident of Ontario St, my property will not be directly affected by the widening, but I am still opposed to the plan.

The reason that I am opposed is that there does not appear to me to be a level of congestion of traffic that justifies the need to widen the road. It would also seem that the predicted increase of usage of the road in the future is not valid for high gas prices as people will rather seek out alternative types of transportation. Given that gas prices are likely to stay high for the foreseeable future I feel that the priority for the allocation of transportation funds should be on improving public transport rather than building roads. Therefore I am opposed to the expensive project of widening of Rolling Rd for no real gain. In fact with current levels of inflation it is likely that this project will cost significantly increase by the time it occurs.

If any road needs widening it would seem that Rolling Rd south of the 7100 would be more appropriate given the relocation of the Army facilities to the EPG in 2010.

Sincerely,

Jared Ball

Miller, Douglas C.

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**From:** Jay, Barbara L Ms HQDA DCS G-3/5/7; Barbara.Jay@hda.army.mil  
**Sent:** Tuesday, May 27, 2008 9:32 AM  
**To:** NOVA Meeting Comments  
**Cc:** Jay, Barbara L Ms HQDA DCS G-3/5/7; Pat Sweeney  
**Subject:** Rolling Road Widening (UNCLASSIFIED)  
**Importance:** Low

Classification: UNCLASSIFIED

Caveats: NONE

I would like to have addressed the reasoning beyond the lack of planning as to WHY VDOT has not identified the need to have a traffic light installed on Rolling Road and Hunter Village Drive.

You have indicated that future traffic will increase on Rolling Road with the new access and expansion of the Fairfax County Parkway accessing 95. Why did VDOT not plan any future traffic signals from access roads off of Rolling road? I would like to have that explained at the meeting.

Currently we have residents outside of the Hunter Village Drive crossing through the residential area from Old Keene Mill to access Rolling road and that will also increase. It is difficult now to make a left turn on to Rolling Road because it is already 4 lanes and will be almost impossible to turn left on to Rolling Road when the entire Rolling Road is expanded. It is anticipated that Hunter Village Drive will become an short cut and thorough fair to reach the Parkway for easy access to 95.

I will be at the meeting to hear your comments.

Thank you very much.

Barbara Jay  
7700E Lexton Place  
Springfield, VA 22152

**HAVE A GREAT ARMY DAY!**

Barbara Jay  
Office of the Deputy Chief of Staff for Operations and Plans  
ATTN: DAMO-FMO, Room 2A332, Pentagon  
400 Army Pentagon, Washington, DC 20310-0400  
DSN 222-7958 CIV (703) 692-7958 Fax: (703) 692-5043

Classification: UNCLASSIFIED

Caveats: NONE



Miller, Douglas C.

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**From:** Barbara Barrington [bbarrington80@yahoo.com]  
**Sent:** Thursday, June 12, 2008 9:38 PM  
**To:** NOVA Meeting Comments  
**Subject:** Rolling Road Widening

Barbara Barrington  
6720 Rolling Road  
Springfield, VA 22152

I am against the widening of the road. I live on Rolling Road. The road has never been the safest and widening will only make it more unsafe. It will not be safe for bike riding either. People exceed the speed limit now, widening will only increase this problem.

The money proposed for this project can be better spent in many other places. The congestion it will cause during construction will also cause unsafe conditions.

I vote no to this project.

Thank you for your time,

Barbara Barrington

**Miller, Douglas C.**

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**From:** Sherry Beyers (mailto:sherryb@earthlink.net)  
**Sent:** Monday, June 16, 2008 8:11 AM  
**To:** NOVA Meeting Comments  
**Cc:** Peyton Onks  
**Subject:** Rolling Road Widening Project

**Attachments:** VDOT Comment Sheet on Rolling Road June 2008.doc



VDOT Comment  
Sheet on Rolling ...

Mr. Bud Siegel:

Thank you for coming out to speak to the Rolling Road community.

Please find attached our comments on the Rolling Road Widening Project.

Sherry and Craig Beyers  
7017 Maple Tree Lane  
Springfield, VA 22152  
703-451-9247  
[scbeyers@earthlink.net](mailto:scbeyers@earthlink.net)

**VDOT**  
**Comment Sheet**  
**Virginia Department of Transportation**  
**Design Public Hearing**

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Thursday, June 12, 2008  
5:00 pm. – 8:00 pm.  
(Presentation at 6:00)

Meeting Location:  
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6100 Rolling Road  
Springfield, VA

Name: Craig and Sherry Beyers  
Address: 7017 Maple Tree Lane, Springfield, VA 22152

1. Please provide us with any additional information that you believe will assist VDOT in developing the final design of this project:

- The proposed noise barrier at the south end of the project will block a community side walk that the residents use to go to the bus stop on Rolling Road. Since we only have one entrance to the west side of Winter Forest, closing that sidewalk could be a safety issue for the residents.
- We have lived without a noise barrier behind our house for 25 years and see no need to put one in now. Rolling Road has always been four lanes behind our house. We would rather continue living with the noise than live in the dark behind a noise barrier.
- The proposal shows that you will use our back yard as a temporary construction easement.... Our back yard has a steep slope and is heavily planted with 25 year old trees and pyracantha bushes inside the fence line.
- We have difficulty turning left out of our subdivision now due to heavy traffic and limited sight line of cars coming south. With the addition of two more lanes of traffic and no traffic signal, it will be almost impossible for us to turn left. It would be helpful to have a signal that is triggered by cars wanting to turn left.

2. Do you support the inclusion of on-street parking with this project? **NO**  
Do you live in a home that will have on-street in front of it? **NO**

3. Do you think the design of this project will meet the needs of motorists, pedestrians, bicyclists, and other users of the facility?

If no, what other features would you like to see incorporated into the design?

- We do not need an 8 foot wide bike path on the west side of the road when a sidewalk will handle the multi-modal transportation needs of bikers and pedestrians.

4. Do you support the design of the project as presented here tonight?

a. Yes\_\_\_\_\_ Yes, with the modifications listed:

b. No\_\_\_\_\_ If no, why not?

Miller, Douglas C.

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**From:** NEIL BOGNER [mailto:nbogner@verizon.net]  
**Sent:** Thursday, May 22, 2008 1:59 PM  
**To:** NOVA Meeting Comments  
**Subject:** Rolling Road Widening

This project is long over due! It has been one of the key roads in the W. Springfield area for years, even before the Parkway. With the Parkway it is critical that this road be fully developed.

While those living on the road will be inconvenienced for a time, and will have to bear with a traffic change, it must not be derailed because of those few objections when in truth there are so many others that need and will profit from this change.

Next on the list should be widening and finishing Sydenstriker all the way to the Parkway. That bottle neck, or should I say death trap, is the worst hazard in the area. Sooner or later someone will be killed in that trap. McConnell always said it would not be improved as long as she was in office. Well she and her political mind are now gone and lets move ahead for the good of the area and for the safety of everyone.

Neil Bogner  
6903 Gillings Rd.  
Springfield, VA 22152

Miller, Douglas C.

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From: ~~EB [e]bonetti@comcast~~ Bonetti  
Sent: Sunday, June 22, 2008 10:56 AM  
To: NOVA Meeting Comments  
Subject: Rolling Road Widening

As a Fairfax County resident and a police officer who does a great deal of bike patrol here in Northern VA, I encourage VDOT to provide bike facilities along Rolling Road. Cycling is non-polluting, improves cardiac health, and inexpensive. I also encourage implementation of a separate bike trail, as drivers in Northern VA increasingly place cyclists at risk through distracted driving due to BlackBerry, cellphone, and PDA use. A separate bike path will eliminate some of this risk to cyclists.

Eric Bonetti

Miller, Douglas C.

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From: Rute Boye [mailto:rute\_boyer@chicagotribune.com]  
Sent: Wednesday, June 04, 2008 6:22 AM  
To: NOVA Meeting Comments  
Subject: Rolling Road Widening

I am a resident of the Springfield District, and want to voice my support for the Rolling Road widening project. This corridor is already crowded and dangerous, and will only get worse in the future. I especially appreciate the proposed sidewalk, multi-use path, and wide curb lanes for bicyclists.

I will not be able to attend the June 12 public hearing, but please enter my comments into the public record.

Sincerely,  
Mr. Rute Boye

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Miller, Douglas C.

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**From:** Q Bui [quang\_bui5569@hotmail.com]  
**Sent:** Thursday, June 12, 2008 3:46 PM  
**To:** NOVA Meeting Comments  
**Subject:** Rolling Road Widening

I would like to state that my family and I are oppose to the project of widening Rolling Road to a 4 lane road because of the increase chance of accidents that could result from vehicles leaving the resident's house. Currently when I leave my house, cars are able to see me and slow down accordingly. If there was an additional lane, the car will more than likely attempt to change lane, thus possibly coming in contact with my vehicle/family/ etc. Also I feel that there is not a significant increase in traffic to warrant such an expansion.

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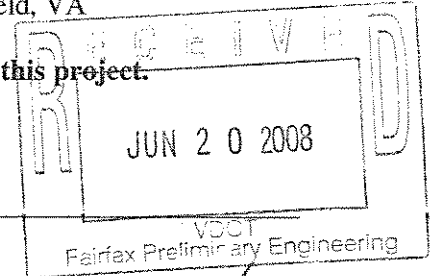


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NAME

(OPTIONAL): QUI - VAN - BUI  
(PLEASE PRINT)

ADDRESS: 6806 ROLLING RD - SPRINGFIELD VA ZIP: 22152

1. Please provide us with any additional information that you believe will assist VDOT in developing the final design of this project:

No because I am against this project.

2. Do you support the inclusion of on-street parking with this project? Yes ☐ No ☒  
Do you live in a home that will have on-street parking in front of it? Yes ☐ No ☒

3. Do you think the design of this project will meet the needs of motorists, pedestrians, bicyclists, and other users of the facility? Yes ☐ No ☒  
If no, what other features would you like to see incorporated into the design?

We would like feature side walk.

4. Do you support the design of the project as presented here tonight?  
a. Yes ☐ Yes, with the modifications listed: \_\_\_\_\_

b. No ☒ If no, why not?

Because we currently have the FFC county Parkway & has decreased congestion on Rolling greatly.

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State Project: 0638-029-156, P104, R204, C504  
Federal Project: STP-5401(691) UPC: 5559

**Miller, Douglas C.**

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**From:** Burgess, Nicholas J. [mailto:NJBurgess@FDIC.gov]  
**Sent:** Friday, June 06, 2008 5:44 PM  
**To:** Misaghian, Hamid R., P.E.  
**Cc:** NOVA Meeting Comments; John S. Sealey [mailto:JohnSealey@Verizon.net]  
**Subject:** Rolling Road Widening Project Rte 638

Dear Mr. Misaghian:

Thank you for taking the time to speak with me the other day. My initial questions concerned the bright green flags placed on and around the sewer cover in my yard. As I advised, both Fairfax Water and Fairfax Sewer disavow any marking of this line. And, as I advised, my immediate neighbor Mrs. Carper confirmed that she spoke with VDOT employees taking core samples in the road and doing other work nearby just the other day. You advised you were unaware of any activity.

The other two utility offices advised that it is most likely VDOT that commissioned the line marking as it was not them. The sewer authority also told me that no-one in their office was aware of the road widening project. They assert that THEY have a right of way that VDOT should be considering. It is my hope that this is not another instance of the right hand not knowing what the left hand is doing.

These things aside, here are my comments on the widening of the road.

I am absolutely opposed to the widening of the road. I have owned my residence at 6902 Rolling Road for over 20 years. The widening of the road will have NO BENEFIT to West Springfield Village and can only serve to benefit commuters. In fact, a widened road will only encourage commuters, to access the 395 corridor by Old Keene Mill Road when they should be using the parkway.

Public Safety will be impacted. The few parking spaces that do exist will be eliminated. These actually serve to keep traffic slow. There will be no way for us to get in or out of our driveways. Presently I can use the parking lane to turn. Once it is eliminated I will have considerable risk from rear-end collisions. The rate of Speed will only increase. It ALREADY is un-enforced by County or State Police. We presently have to endure speeders that do not follow the posted limit. More lanes will only encourage yet more speeding and will increase traffic. Once a thorough-fare is created, more commuters will come to use it. If you have conducted a traffic survey, you would see that during the day, there is no need for any additional lanes as the present road is more than adequate for local use.

Cost The present figure of 29.7 million to widen 1.4 miles of adequate road is unnecessary. I would much rather this money be put towards mass transit funds rather than encouraging more cars. You should be concentrating on getting people out of their cars and onto metro.

Quality of our property. Our parking and sidewalks will be eliminated for the benefit of commuters. I would much rather have a sidewalk than a bike lane. I think the number of people that would use this as a bike lane is extremely small. The utility poles will have to also be moved the proposed 5-12 feet into our yards. NO CHANGES to the road or to anything should even be considered without putting ALL of the utilities underground. There is a great likelihood that you will end up having to replace all of the water lines and sewer lines to all of the houses. I see no way for the lines to withstand the heavy excavation you contemplate.

Tax and Assessments The county will have to lower the value of our property AND they will have to compensate everyone for the assertion of Eminent Domain. The county and State barely have enough money to operate at present levels. This project is NOT money well spent.

I thank you for allowing me to comment. I look forward to the meeting on June 12.

Nicholas J. Burgess

6902 Rolling Road

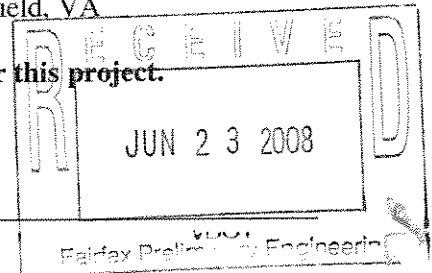


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This comment sheet will become part of the public record for this project.



NAME

(OPTIONAL): Nicholas J. Burgess  
(PLEASE PRINT)

ADDRESS: 6902 ROLLING RD ZIP: 22152

1. Please provide us with any additional information that you believe will assist VDOT in developing the final design of this project:  
IF YOU OBTAIN A COPY OF THE MAY 2008, VOL. 15 "the Village Crier" newsletter, there are many thoughtful opinions and convincing arguments against this project therein. Please weigh some of the assertions and comments contained in our neighbor hood opposition to the project. This form is too short to articulate every argument.
2. Do you support the inclusion of on-street parking with this project? Yes ☒ No ☐  
Do you live in a home that will have on-street parking in front of it? Yes ☒ No ☐  
I presently have on street parking. However, if this unnecessary project goes through, I would sacrifice the parking in order to keep more of my property.
3. Do you think the design of this project will meet the needs of motorists, pedestrians, bicyclists, and other users of the facility? Yes ☐ No ☒  
If no, what other features would you like to see incorporated into the design?  
IT DOES NOTHING TO ENHANCE WEST SPRINGFIELD VILLAGE. IT DOES NOT MEET MY NEEDS, AND I AM NOT INTERESTED IN MAKING IT EASIER FOR OTHERS TO COMMUTE MORE QUICKLY. IT WILL MAKE THE ROADWAY MORE DANGEROUS. THE ONLY FEATURE THAT WOULD BE USEFUL WOULD BE TO PUT THE UTILITIES UNDERGROUND AND HELP THE SEWAGE WATER. BUT, YOU DO NOT NEED TO WIDEN THE ROAD
4. Do you support the design of the project as presented here tonight? TO ACCOMPLISH THOSE IT  
a. Yes ☐ Yes, with the modifications listed: \_\_\_\_\_  
b. No ☒ If no, why not? MORE DEBATE IS NEEDED! BRAC ASSERTIONS WROG TRAFFIC VOLUME, WROG! NEED TO TAKE SO MANY FEET OF LAWN, WROG TAKING 11 FEET OF MY YARD TO SUPPORT THE OCCASIONAL BIKE RIDER, WROG IT IS TYRANNY! NONE OF THE RESIDENTS WANT THIS! PLEASE STOP THE PROJECT!!!

Please leave this comment sheet at the designated location, or mail your comments WITHIN 10 DAYS (postmarked by June 22, 2008) to the addressee on the reverse side.

**Miller, Douglas C.**

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**From:** Bursley [bursleyva@verizon.net]  
**Sent:** Friday, June 13, 2008 3:15 PM  
**To:** NOVA Meeting Comments  
**Subject:** Rolling Road Widening Project Public Hearing

I live in West Springfield, near Rolling Valley Elementary School. I strongly support the fastest possible and reasonable completion of the Rolling Road Widening Project.

I specifically request:

- **A 5' sidewalk on the east side all the way to Old Keene Mill Road and an 8' asphalt trail on the west side, also all the way to Old Keene Mill.**
- **Turn lanes at Greeley Blvd.**
- **35 MPH speed limit maximum.**
- **Buried utility lines along Rolling Road.**

Thank you for considering these comments as you finalize the plans and begin the project.

John Bursley  
6720 Holford Lane  
Springfield, VA 22152

Miller, Douglas C.

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From: Henry Butler [REDACTED]  
Sent: Monday, June 16, 2008 11:27 AM  
To: NOVA Meeting Comments  
Subject: Rolling Road Project, West Springfield, VA  
  
Importance: High

June 16, 2008

To Whom it May Concern,

My wife and I have lived on Rolling Road for 29 years. We have years of involvement with the community's re-examination of the proposed changes and comments regarding this project. We have become greatly concerned that previous agreements with VDOT have, once again, been ignored.

The most glaring example of this is the inclusion of an eight-foot wide macadam bicycle path along the west side. This was to have been replaced with standard concrete walks along both sides of Rolling Road after a similar VDOT meeting almost 12 years ago. It's bad enough that we are losing up to 12 feet of our front yards but taking an additional 3 feet for a bike path will simply not be tolerated. Once again, REMOVE THE PROPOSED BICYCLE PATH!

Another major concern is the proposed speed limit, post-construction. West Springfield Village is a residential neighborhood bisected by Rolling Road. Any posted speed limits above the current 30 mph will become a very dangerous safety issue for residents such as my wife and me who live on Rolling Road. I have experienced too many close calls to my own safety when entering or exiting my vehicles parked curbside. Far too many people are *driving while cell-phoning* to realize they are about to kill someone as they come within 2 feet of me.

One other note regarding the proposed speed limit is that the distance between the traffic signals at the Rolling Road/Old Keene Mill Road intersection and the traffic signals at the Rolling Road/Fairfax County Parkway are approximately 1.5 miles apart. Whether one is traveling between the two at 30 mph or 40 mph, one will be stopped by the same red light. So why the flippin' rush!!!! I doubt this fact was ever considered during design.

Last, I trust that VDOT and Dominion Power will somehow find agreement to bury the power and phones lines and place a new utility easement in the actual travel way and abandon the current front yard easements.

Sincerely,

Henry S. Butler  
6816 Rolling Road  
Springfield, VA 22152-3303

(703) 451-7066 (home phone)

Miller, Douglas C.

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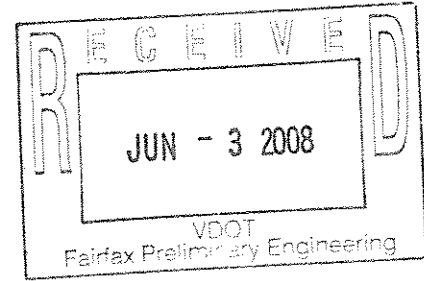
From: jcampanilla [REDACTED]  
Sent: Wednesday, June 11, 2008 5:35 PM  
To: NOVA Meeting Comments  
Subject: Rolling Road Widening

As a long time resident of West Springfield and a house built along Rolling Road, I'm pleading to stop the widening because it causes too much noise and it will be very dangerous to growing kids living along Rolling Road. It will also affect the value of homes along Rolling Road.

"PLEASE STOP THE ROLLING ROAD WIDENING"

Carper

30 May 2008



Virginia Department of Transportation  
Mr. Leonard (Bud) Siegel, P.E.  
Manager, Arlington/Fairfax Preliminary Engineering  
14685 Avion Parkway  
Chantilly, VA 20151

**RE: ROLLING ROAD WIDENING PROJECT**

Dear Mr. Siegel:

Thank you for attending our above-referenced meeting at the Rolling Valley Elementary School on Thursday, 22 May 2008.

My name is BETTY J. CARPER, 6900 ROLLING ROAD, WEST SPRINGFIELD VILLAGE. I spoke at the meeting during the comments section.

I am an original owner of my property, a corner lot fronting Rolling Road. My husband deceased March, 2001. We moved into our new home September 16, 1966. I have found this village and the area a wonderful, safe place to live.

**THESE ARE MY COMMENTS REGARDING THE WIDENING OF ROLLING ROAD:**

- 1) I AM ADAMENTLY OPPOSED TO THE PROJECT.
- 2) I cannot possibly understand the planning of proceeding with this project when VDOT is in such a budget crunch. This is covered most every day in The Washington Post and all Virginians are aware of the state of the Treasury. I feel strongly that the \$27.9M should be spent on the existing highways for all of the citizens to benefit. The highways most everywhere in this area are shameful--they are in the worst condition I have ever seen and I have lived in this area since 1963.
- 3) I find it unbelievable that our VDOT staff professionals would even consider such a project of this scope at all--much less at this time of dire budget constraints. All of this planning expense, meetings, upset citizens, acquiring property, moving utilities, impacting lives of widows, disabled people, families with small children, and on and on. ALL THIS FOR 1.40 MILES? DISRUPTING AN ESTABLISHED COMMUNITY? UNBELIEVABLE AND UNACCEPTABLE!
- 4) I remember when Braddock Road was being upgraded. Before the project was even finished, the traffic was bumper-to-bumper. The more availability--the more they come. This is o.k. for traffic patterns with businesses--but not residences!



Mr. Leonard (Bud) Siegel  
Re: Rolling Road Widening Project  
Page Two

4) I can foresee motorists saying "hey, have you been on Rolling Road since they widened it? It's great--you can really move!" So, here comes everyone even if they didn't use it before.

5) This brings up another important point. As I mentioned in my comments at the meeting, "why is there a posting of 30 miles per hour and it is never monitored? Why even put up the sign and then allow motorists to exceed the speed limit by 15 miles and more? Why is it that our society today doesn't make people respect the law? Even the county police exceed the limit--and not with their sirens on!

6) I am very angry that my plat map says that I own this property and that's what we had to pay for, and yet I'm informed that I will lose a lot of my front yard, and, even worse, more of my corner lot. The money I would receive from the State, and the loss of value of my home for resale, is miniscule in relation to my home now.

AGAIN--ALL THIS FOR 1.40 MILES? Unbelievable!

7) I am told that the southern section of Rolling Road WANTS the four-lane project. This certainly seems more feasible given the business traffic in that area. And, additionally, the EPG grounds redo. Why don't you spend the Federal money on this section, using it where it will do the most good.

8) I might state at this point that the only time traffic is bumper-to-bumper or stopped on Rolling Road is when there is an accident or road work.

I apologize for the length of this input--I could go on and on. But I think I have made my critique of "NOT IN FAVOR" pointedly. It is my hope that this letter will have some bearing on the final consensus. I know that your job has no bearing on your home and where you live, so I hope that you will, in addition to your job duties, reflect on our homes and where we live!

I thank you for your time and attention to these inputs.

Very truly yours,



Betty J. Carper  
6900 Rolling Road  
Springfield, VA 22152-3304  
Phone: 703/451-8206

Miller, Douglas C.

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**From:** Jeff Carter / Anne Gray [mailto:jeffcarter13@verizon.net]  
**Sent:** Wednesday, May 21, 2008 10:28 PM  
**To:** NOVA Meeting Comments  
**Subject:** Rolling Road Public Hearing

The purpose of this email is to express disapproval of the planned widening of Rolling Road between Old Keene Mill Road and the Fairfax County Parkway. I have resided in a home in West Springfield Village, on the west side of Rolling Road, for the past 13 years, and use the road at least twice daily five days a week and two or three times every weekend. During this entire time I have never experienced traffic flow problems (other than the rush hour issues experienced everywhere in the Washington Metropolitan area) that would be resolved by widening the road.

The money that would be spent on this decades-old boondoggle of a project would be better spent on maintenance of the existing roadbed as well as maintaining other roads in the area. Every three or four years, Rolling Road turns into an ordeal of dodging the same potholes and shoddy patching jobs. Reduce the expansive and expensive plan from widening to proper maintenance, with perhaps a sidewalk that extends to Old Keene Mill Road.

As budgets tighten, gas prices rise, and travel by car is reduced due to the expense involved, this project gets further and further away from sensible use of limited funds.

Jeff Carter

West Springfield Village



**COMMENT SHEET**  
**VIRGINIA DEPARTMENT OF TRANSPORTATION**  
**DESIGN PUBLIC HEARING**

Meeting Date and Time:  
Thursday, June 12, 2008  
5:00 pm. – 8:00 pm.  
(Presentation at 6:00)

Meeting Location:  
West Springfield High School  
6100 Rolling Road  
Springfield, VA

This comment sheet will become part of the public record for this project.

NAME

(OPTIONAL): JANET CLARE  
(PLEASE PRINT)

ADDRESS: 6417 RIVINGTON RD ZIP: 22152-2914

1. Please provide us with any additional information that you believe will assist VDOT in developing the final design of this project:

THANKS FOR THE LIGHT AT BORNACK. CAN YOU PUT A  
BLINKER/WARNING AT GREENLICK

2. Do you support the inclusion of on-street parking with this project? Yes ☐ No ☒  
Do you live in a home that will have on-street parking in front of it? Yes ☒ No ☐

3. Do you think the design of this project will meet the needs of motorists, pedestrians, bicyclists, and other users of the facility? Yes ☐ No ☒  
If no, what other features would you like to see incorporated into the design?

ABILITY TO ACCESS SHOPPING AT SUNOCO & BE ABLE TO  
GO SOUTH FROM SUNOCO!

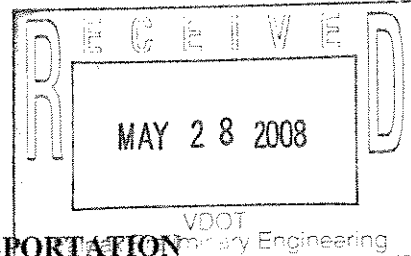
4. Do you support the design of the project as presented here tonight?

a. Yes ☐ Yes, with the modifications listed: ☒

b. No ☐ If no, why not?

Please leave this comment sheet at the designated location, or mail your comments **WITHIN**  
**10 DAYS** (postmarked by June 22, 2008) to the addressee on the reverse side.

State Project: 0638-029-156, P104, R204, C504  
Federal Project: STP-5401(691) UPC: 5559



COMMENT SHEET  
VIRGINIA DEPARTMENT OF TRANSPORTATION  
DESIGN PUBLIC HEARING

Meeting Date and Time:  
Thursday, June 12, 2008  
5:00 pm. - 8:00 pm.  
(Presentation at 6:00)

Meeting Location:  
West Springfield High School  
6100 Rolling Road  
Springfield, VA

This comment sheet will become part of the public record for this project.

NAME

(OPTIONAL):

Francis & Maureen Connors  
(PLEASE PRINT)

ADDRESS:

8102 Ashford Court, Springfield, VA. ZIP: 22152

1. Please provide us with any additional information that you believe will assist VDOT in developing the final design of this project:

Please take into consideration that the additional personnel moving under BRAC to the EPC will use Backlick Rd Gate, rather than Rolling Rd entrance. Also these folks will work 24/7 - Shifts

2. Do you support the inclusion of on-street parking with this project? Yes ☒ No ☐  
Do you live in a home that will have on-street parking in front of it? Yes ☐ No ☒

3. Do you think the design of this project will meet the needs of motorists, pedestrians, bicyclists, and other users of the facility? Yes ☐ No ☒  
If no, what other features would you like to see incorporated into the design?

I hope there will be a crossover space (direction North), From Ashford Court to Rolling Road - North

4. Do you support the design of the project as presented here tonight?

a. Yes ☐ Yes, with the modifications listed: \_\_\_\_\_

b. No ☒ If no, why not?  
I wish that this project was ended. Just repair R.R.

Please leave this comment sheet at the designated location, or mail your comments WITHIN 10 DAYS (postmarked by June 22, 2008) to the addressee on the reverse side.

Miller, Douglas C.

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**From:** frank connors [frankconnors@rocketmail.com]  
**Sent:** Tuesday, May 20, 2008 12:14 PM  
**To:** NOVA Meeting Comments  
**Cc:** [REDACTED]  
**Subject:** Rolling Road Public Hearing

I don't think BRAC-EPG, justifies the widening of Rolling Road. Just repair the road. It has always been in terrible shape. If the project must proceed, allow for off road parking, but no bike lanes. 8 ft parking lanes not needed,

**Miller, Douglas C.**

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**From:** Jay Conners [mailto:jay.conners@gmail.com]  
**Sent:** Monday, June 23, 2008 8:40 AM  
**To:** NOVA Meeting Comments  
**Subject:** Rolling Road, Fairfax County, PH Comment

To Whom It May Concern,  
Due to a conflict in schedules, my wife and I were unable to attend the Public Forum Hearing for Rolling Road on Thursday, June 12th, 2008.

We are very concerned about the proposed widening of Rolling Road from Viola Road to Old Keene Mill.

Currently, we reside on Maple Tree Lane and must access Rolling Road from Viola.

The speed at which cars approach Viola from the Old Keene Mill direction, heading towards the parkway, is usually way above the posted speed limit.  
That also holds true for the traffic heading in the opposite direction (towards Old Keene Mill) but, at least, we have a little better view of the oncoming traffic.

Whether or not you put traffic lights at Viola, after you widen Rolling Road, will not slow those who decide to run the red light or, are driving so fast, they are unable to stop and proceed through the intersection anyway.

Our backyard abuts Rolling Road (we are the ones with the 10-12 Leland Firs lining the road) and we see, as well as hear, the pace of the daily flow of traffic.  
We don't want or need this roadway widened. We would prefer to see the speed limit enforced and the road surface improved.

Thank you for your time and attention to this matter.

Respectfully,  
Jay Conners  
7005 Maple Tree Lane  
Springfield, VA 22152  
703-569-8949

**From:** John T. Cooley [mailto:john.cooley@verizon.net]  
**Sent:** Saturday, May 24, 2008 10:21 AM  
**To:** NOVA Meeting Comments  
**Cc:** Vaughan, Jan; DaveAlbo@aol.com; Herrity, Pat; John Cooley  
**Subject:** Rolling Road Public Hearing

Please use this message instead of the one I hastily submitted on the 22nd. I speak for the majority of our 433 single family homes in West Springfield Village. Although I did ask that all submit their comments at the Public Hearing, to the Court Recorder or via email, too many assume that I will represent their best interests. Below, you'll find a summation of what we have gathered over the last 8 - 10 years. There is rising opposition to this project, but most will concur with what you'll find below.

This is a two part message. The first part addresses our (West Springfield Village) opposition to the project, the second will discuss what we believe necessary to mitigate the impact before, during, and after the construction.

**I. Stop this Project** – At least long enough to reassess the need for it. The needs criteria has certainly changed over the last 20+ years since it was first included in the Secondary Six Year Comprehensive Transportation Plan. In the 1990s, the Secondary Six Year plan priorities developed by the County Board of Supervisors were not financially constrained and too many were added knowing that it would not be constructed during the life of the plan. If Rolling Road had been and still is such a high priority, why has it taken over 20 years just to get to yet another public hearing? Reassess and let us know why this project is so important to Fairfax County and Virginia.

**A.** This project will have significant impact on home valuations before, during and after the two year construction window. We have 57 homes that adjoin Rolling Road. They are difficult to sell now with the slumping market, but will be impossible to sell during the two year construction and post construction era. We have another 376 that rely upon Rolling Road and they also will be a challenge to sell once the project starts. And even after it is widened, we still won't have 4 lanes of traffic to/from US Hwy 1 now that the southern Rolling Road/Pohick project fell off the comprehensive plan.

**B.** Widening Rolling Road will provide the opportunity for and additional 16,000 vehicles per day. If you widen Rolling Road, they (more motorists) will come. The actual traffic volume counted in 2005 was 22,800 vehicles per day. The traffic volume projection is 39,100 for 2031 (based on 2.2% growth rate and a completed project). The two lane road is only rated for 950 per hour per lane. Even with extended hours of rush hour traffic, the road is limited to at/about 23,300 or 500 more cars per day than we saw in the 2005 count. But, if you widen it to 4 lanes, then we could be exposed to another 16,000+ vehicles per day. We all know that most of those 16,000+ will be during rush hour traffic. Traffic volume projections do not account for rising fuel costs, more reliance on mass transit and a complete lack of land to develop in and around the Rolling Road corridor. The projections alone point out the need to reassess the need for this project.

C. We now know that BRAC will have minimal impact on Rolling Road traffic, since most of the NGSAs will use the eastern EPG gate. The initial assessment was accomplished knowing the Fairfax County and Virginia wanted a land swap with the military to develop the EPG with high-density family units. And then BRAC presented the possibility of a military development of the EPG to house 22,000 personnel. But none of that happened and there is nothing on the horizon to suggest we need additional traffic capacity along Rolling Road.

D. Why is it one of county's highest priorities in the secondary road category? Why has it been shelved as often as it has if it is such a direly needed arterial feeder route?

E. We have 57 homes that will have traffic at their front door. We have another 376 homes that will not realize whatever benefit you envision by widening our segment of Rolling Road. It will become more dangerous and more difficult to enter the road from our side streets. It will be even more dangerous for pedestrians and school buses. We are ok with the road as is. The traffic light at Barnack and Rolling took care of most of our safety issues. But this project will cause a new set of challenges and accidents.

F. Surely, a better use can be found for the millions of dollars spent on this project, such as maintaining the existing Rolling Road as is.

**II. Design Considerations** - But, if there is actual justification for this project that can be shared with those who will lose part of their front yards, then we would become more concerned with mitigating damages it will cause before, during and after this project.

**A. Speed limit** – retain a 30 MPH limit knowing that most drive 10 (not 5) MPH over the posted limit. We have the stealth strip data to suggest that a road designed for safe driving at 40-MPH should be posted for 30-MPH. It wouldn't take much effort to do that test again for an up-to-date validation.

**B. Install another traffic light** at Viola to regulate evening-rush hour, northbound traffic off the parkway as well as any continuing northbound from Rolling Road and the connected Fairfax County Parkway. Southbound traffic is controlled by the light at Old Keene Mill Road and now also by the light at Barnack and Rolling. A light at Viola would also serve residents of Winter Forest subdivision who now have a desperate time making a left onto Rolling Road, especially during evening rush hour traffic.



both sides, one side or double wide driveway aprons and driveways for each of the homes that have driveways that empty onto RR.

**D. Bury the utility cables.** If nothing else, it would lessen the visual impact of this project.

**E. No on-street biking lanes and no 8' multi-modal path** in the front yards of homes on the western side of Rolling Road. Yes to a standard sidewalk, maybe even a 5' sidewalk. Do we really need a sidewalk on the eastern side all the way to Old Keene Mill Road? Stop it just north of 6809 Barnack.

**F. Restrict and enforce oversized vehicles** and hazardous cargo. We have the restriction now, but not the enforcement. It is interesting that no trucks were registered in the 2005 traffic count. We have too many trucks and not nearly enough enforcement.

**G. Manage all Storm Water Drainage** from widened roadbed, especially that that would flow west downhill toward Ontario.

**H. Complete this RR project** before the two segments of the Fairfax County Parkway are connected or at least improve the single-lane, northern interchange before the connection is completed. Otherwise, frustrated traffic from the parkway will have no place else to go other than north along Rolling Road through our West Springfield Village.

I am very concerned with the VDOT comment sheet, particularly question #2. We have the time to go back to those 57 homeowners along Rolling Road to allow them to decide what will best fit their parking needs. The responses from every one else shouldn't out weigh the majority position of those 57 homes.

This project has been on again, off again for so long that the need for it has grown stale. In my opinion, it may be in the best interest of all to start all over again. We have the time to do it right.

John Cooley

President, Civic Association of West Springfield Village

703/451-7055



**COMMENT SHEET**  
**VIRGINIA DEPARTMENT OF TRANSPORTATION**  
**DESIGN PUBLIC HEARING**

Meeting Date and Time:  
Thursday, June 12, 2008  
5:00 pm. – 8:00 pm.  
(Presentation at 6:00)

Meeting Location:  
West Springfield High School  
6100 Rolling Road  
Springfield, VA

This comment sheet will become part of the public record for this project.

NAME

(OPTIONAL): Gres Crider  
(PLEASE PRINT)

ADDRESS: \_\_\_\_\_ ZIP: \_\_\_\_\_

1. Please provide us with any additional information that you believe will assist VDOT in developing the final design of this project:

\_\_\_\_\_

2. Do you support the inclusion of on-street parking with this project? Yes\_\_\_ No\_\_\_  
Do you live in a home that will have on-street parking in front of it? Yes\_\_\_ No\_\_\_

3. Do you think the design of this project will meet the needs of motorists, pedestrians, bicyclists, and other users of the facility? Yes\_\_\_ No\_\_\_  
If no, what other features would you like to see incorporated into the design?

\_\_\_\_\_

4. Do you support the design of the project as presented here tonight?

a. Yes\_\_\_ Yes, with the modifications listed: \_\_\_\_\_

b. No X If no, why not?

This project is not needed & it  
will create more problems than it solves.  
Release this \$28M to be used for more useful purposes

Please leave this comment sheet at the designated location, or mail your comments **WITHIN 10 DAYS** (postmarked by June 22, 2008) to the addressee on the reverse side.

State Project: 0638-029-156, P104, R204, C504  
Federal Project: STP-5401(691) UPC: 5559



**COMMENT SHEET**  
**VIRGINIA DEPARTMENT OF TRANSPORTATION**  
**DESIGN PUBLIC HEARING**

Meeting Date and Time:  
Thursday, June 12, 2008  
5:00 pm. – 8:00 pm.  
(Presentation at 6:00)

Meeting Location:  
West Springfield High School  
6100 Rolling Road  
Springfield, VA

This comment sheet will become part of the public record for this project.

NAME

(OPTIONAL):

Nathan Cross

(PLEASE PRINT)

ADDRESS:

6696 Debra Lu Way, Springfield VA

ZIP: 22150

1. Please provide us with any additional information that you believe will assist VDOT in developing the final design of this project:

I WAS VERY PLEASED WITH THE PLAN AS PRESENTED IN REGARDS TO THE WIDE CURB LANE AND MIXED USE TRAIL. AS A BIKE COMMUTER, IT IS VITAL THAT ANY NEW VDOT PROJECTS ACCOUNT FOR BICYCLE TRAFFIC. THE CURB LANE IS A MUST. SAFER & FASTER

2. Do you support the inclusion of on-street parking with this project? Yes ☐ No ☒  
Do you live in a home that will have on-street parking in front of it? Yes ☐ No ☒

3. Do you think the design of this project will meet the needs of motorists, pedestrians, bicyclists, and other users of the facility? Yes ☒ No ☐  
If no, what other features would you like to see incorporated into the design?

WIDE CURB LANES ARE THE KEY! THANK YOU!

4. Do you support the design of the project as presented here tonight?  
a. Yes ☒ Yes, with the modifications listed: \_\_\_\_\_

b. No ☐ If no, why not? \_\_\_\_\_

Please leave this comment sheet at the designated location, or mail your comments **WITHIN 10 DAYS** (postmarked by June 22, 2008) to the addressee on the reverse side.

**Miller, Douglas C.**

---

**From:** Steven Daskal [mailto:steven.daskal@earthlink.net]  
**Sent:** Tuesday, June 10, 2008 7:39 PM  
**To:** NOVA Meeting Comments  
**Subject:** Rolling Road, Fairfax County, PH Comment

*This is in response to the request for comment associated with the Open Forum Public Hearing on Route 638/Rolling Road being held on 12 June 2008.*

Dear Mr. Miller,

I lived in West Springfield for 14 years, and have lived in the eastern end of Burke for the past five. I have seen the changes in traffic flow and road conditions in this area as it went through the boom of the eighties, the downturn of the late-80s/early 90s, the boom of the mid-90s into the 21st century, and the current downturn. Regardless of cycles, and regardless of relative spikes and dips in fuel prices and expanded mass transit, road traffic burdens have increased. As we have added road capacity, it has not kept up with road usage, and the demand for more housing in the national capital area and especially comparatively well-governed Fairfax County continues to grow.

We need to eliminate road bottlenecks. This can best be done by widening all of the two-lane sections of road between four- or six- lane sections. A consistent flow moves better, and is less likely to have accidents. This segment of Rolling Road is a huge bottleneck both for traffic moving south towards Newington and Ft. Belvoir and north towards Old Keene Mill Rd and beyond to access the Beltway and Braddock Rd. The bottlenecks are aggravated by the poor (short) sightlines, lack of turn lanes, and sharp corners that have contributed to serious accidents over the years.

I look forward to seeing this section of Rolling Road widened -- as it should have been back when the Fairfax County and Springfield-Franconia Parkways were first opened.

***Steven E. Daskal***

6122 Pueblo Court

Burke VA 22015-3434

703.455.8228

***"Liberty is not the power of doing what we like,  
but the right of being able to do what we ought."***

***--Lord Acton***

Miller, Douglas C.

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**From:** Todd Davis [REDACTED]  
**Sent:** Tuesday, June 10, 2008 8:12 AM  
**To:** NOVA Meeting Comments  
**Subject:** Rolling Road Widening

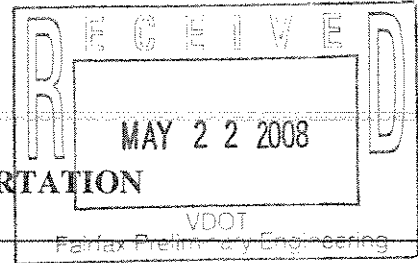
Please note my support for the addition of bike lanes in the proposed widening of Rolling Road. As a bike commuter myself, I cannot tell you how great the feeling of safety and security is to be riding in a designated lane as opposed to sharing the road with often impatient traffic. With gas prices, and consciousness of the effects on the environment, rising and an invigorated interest in commuting alternatives, I think it's important that the county continue to help its residents in search of a better and safer way to get around.

Thanks,

Todd E. Davis  
6644 Osborn St.  
Falls Church, VA 22046 (Fairfax County, not FC City)



COMMENT SHEET  
VIRGINIA DEPARTMENT OF TRANSPORTATION  
DESIGN PUBLIC HEARING



Meeting Date and Time:  
Thursday, June 12, 2008  
5:00 pm. - 8:00 pm.  
(Presentation at 6:00)

Meeting Location:  
West Springfield High School  
6100 Rolling Road  
Springfield, VA

This comment sheet will become part of the public record for this project.

NAME

(OPTIONAL): GLENN M. DeMarr  
(PLEASE PRINT)

*Glenn M. DeMarr* 5/22/08

ADDRESS: 7009 Barnack Drive, Springfield VA ZIP: 22152

1. Please provide us with any additional information that you believe will assist VDOT in developing the final design of this project:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

2. Do you support the inclusion of on-street parking with this project? Yes ☒ No ☐  
Do you live in a home that will have on-street parking in front of it? Yes ☐ No ☒

3. Do you think the design of this project will meet the needs of motorists, pedestrians, bicyclists, and other users of the facility? Yes ☐ No ☒

If no, what other features would you like to see incorporated into the design?

*There is now scant use of the walks along Rolling Road due to speed of volume & safety. It simply is not conducive to walking. But there are neighbors who cross between parts of the subdivisions - but school children to the homes may have to use the walks. Please consider alternatives that would promote a wider median - as a pedestrian island.*

4. Do you support the design of the project as presented here tonight?  
a. Yes ☐ Yes, with the modifications listed: \_\_\_\_\_



- b. No ☒ If no, why not?

*I believe the road needs an incrementally wider median to preserve subdivision safety. This roadway splits a subdivision. This was known in 1970 but has been put off time out-out years, until now.*

Please leave this comment sheet at the designated location, or mail your comments WITHIN 10 DAYS (postmarked by June 22, 2008) to the addressee on the reverse side.

State Project: 0638-029-156, P104, R204, C504  
Federal Project: STP-5401(691) UPC: 5559

→ The homeowners - south of Barnack - need a safety wall - as much as those

Miller, Douglas C.

---

**From:** Dick Denny ([dickdenny@verizon.net](mailto:dickdenny@verizon.net))  
**Sent:** Thursday, June 19, 2008 4:36 PM  
**To:** NOVA Meeting Comments  
**Cc:** John Cooley  
**Subject:** Fw: Rolling Road Widening Project

----- Original Message -----

**From:** Dick Denny  
**To:** MeetingComments@Vdot.Virginia.gov  
**Cc:** John Cooley  
**Sent:** Thursday, June 19, 2008 4:27 PM  
**Subject:** Rolling Road Widening Project

I have lived in West Springfield Village for 34 years. Not long enough to see men rolling tobacco down the road but close.

Regarding the issue of stopping the widening of Rolling Road, if it came to a vote I would not oppose my friends and neighbors who want the widening stopped.

However, I don't believe it will be stopped and want to express my appreciation to VDOT and those responsible for developing a plan that I believe favorably addresses and accepts most of the recommendations on the issues our Civic Association presented in its comments.

I am however, opposed to bicycle lanes and believe our Governor made a serious error in not saying the issue should be addressed on a case-by-case basis. Bicycle lanes will take away more property from Rolling Road families than needs to be taken away to widen the road and therefore I believe it is unfair. Perhaps you could ask the Governor to visit some of the families on Rolling Road and see the situation first hand.

If you are still here, thank you very much for reading my comments.

Richard Denny  
8143 Edmonton Court  
Springfield, VA 22152

Miller, Douglas C.

---

**From:** Monique DiCarlo [mailto:mdicarlo@onyxgroup.com]  
**Sent:** Thursday, May 22, 2008 3:24 PM  
**To:** NOVA Meeting Comments  
**Subject:** Rolling Road Widening

**Attachments:** newsletter\_fall\_2006.pdf; image003.jpg; image002.jpg; image004.jpg; image005.jpg; image007.jpg



newsletter\_fall\_2006.pdf (2 MB...)

Dear committee,

I live at the end of Rolling Road, off Flax street.

Here are my comments to the current road widening plan:

- Making it 4 lanes is not going to relieve the peak hours congestion significantly and will not justify the costs related to making it 4 lanes.
- 4 lanes will turn it into a major traffic corridor with pollution and noise turning an otherwise peaceful neighborhood into a traffic nightmare.
- The reason it gets congested has to do with turning vehicles blocking the road, so turning lanes would be very helpful, and increase flow.
- Please contribute to the health of our neighborhood, making it possible for people to use their bike and walk to the Old Keene Mill shopping center! Pedestrians and bikers are traffic too! What we save spending on sick and overweight people can be used for better roads!
- Look at European models (Netherlands) and give us a bike lane and sidewalk on both sides! (bike lanes are made of red concrete/bricks in Holland to visually separate them from other traffic lanes)
- In Holland a developer has to take care of sidewalks, street lights and such! *"The lack of sidewalks or even paved shoulders is a big problem," he said. "Many neighborhoods across the country don't have sidewalks on either side of the street. This is because many cities don't spend the money on sidewalk installations and don't even require developers to build sidewalks in housing areas."*
- Please read the article "BIG in the BURPS" (page 7) written by my colleague Jeff Merz, a planner and advocate of "healthier" urban design.
- Making America walkable: <http://www.tfhr.gov/safety/pedbike/articles/walkable.htm>
- Below some examples of Dutch roads with the red bike lanes.



My 2 cents, thanks!



image003.jpg (50 KB)



image002.jpg (76 KB)



image004.jpg (4 KB)



image005.jpg (35 KB)



image007.jpg (41 KB)

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<http://lh3.ggpht.com/fietslaan/R6zKhEG2HvI/AAAAAAAAAEM/9w3NJ7YQQSM/ABLLO030417houte n21.jpg?imgmax=512>

[http://upload.wikimedia.org/wikipedia/commons/8/86/Vrijliggend\\_fietspad.JPG](http://upload.wikimedia.org/wikipedia/commons/8/86/Vrijliggend_fietspad.JPG) [http://www.antwerpen.be/pics/Stad/Districten/Ekeren/Startpagina/Openbare%20werken/Veltwijcklaan/Veltwijcklaan\\_fase2%20\(6\).JPG?hid=img;mxh=400;mxw=400](http://www.antwerpen.be/pics/Stad/Districten/Ekeren/Startpagina/Openbare%20werken/Veltwijcklaan/Veltwijcklaan_fase2%20(6).JPG?hid=img;mxh=400;mxw=400)

## **Monique DiCarlo**

Marketing Coordinator

The Onyx Group

1199 N. Fairfax Street, Suite 600

Alexandria, VA 22314

Phone: 703 548 6699

Direct: 703 894 1946

Fax: 703 894 4003

[mdicarlo@onyxgroup.com](mailto:mdicarlo@onyxgroup.com)

[www.onyxgroup.com](http://www.onyxgroup.com)

Miller, Douglas C.

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From: ~~Donner, Art~~ Donner  
Sent: Thursday, June 12, 2008 10:20 AM  
To: NOVA Meeting Comments  
Cc: ~~Donner, Art~~  
Subject: Rolling Road Widening

I live in Springfield and I am a cyclist. I am requesting on-road bike facilities on the widened road. It is currently treacherous and totally unsafe to ride from the Fairfax County Parkway to Old Keene Mill Rd along Rolling Road. I would use this on-road facility. Please include my request in the VDOT plan. Thanks

Art Donner



**COMMENT SHEET**  
**VIRGINIA DEPARTMENT OF TRANSPORTATION**  
**DESIGN PUBLIC HEARING**

Meeting Date and Time:  
Thursday, June 12, 2008  
5:00 pm. – 8:00 pm.  
(Presentation at 6:00)

Meeting Location:  
West Springfield High School  
6100 Rolling Road  
Springfield, VA

This comment sheet will become part of the public record for this project.

NAME

(OPTIONAL):

Charles Dyer  
(PLEASE PRINT)

ADDRESS:

6501 Colchester Rd, Fairfax Station

ZIP: 22039

1. Please provide us with any additional information that you believe will assist VDOT in developing the final design of this project:

accommodate bikes VDOT must  
accommodate bikes.

2. Do you support the inclusion of on-street parking with this project? Yes ☒ No ☐  
Do you live in a home that will have on-street parking in front of it? Yes ☐ No ☒

3. Do you think the design of this project will meet the needs of motorists, pedestrians, bicyclists, and other users of the facility? Yes ☒ No ☐  
If no, what other features would you like to see incorporated into the design?

The design accommodates bikes though  
doesn't allow a good margin of safety.

4. Do you support the design of the project as presented here tonight?  
a. Yes ☒ Yes, with the modifications listed: \_\_\_\_\_

b. No ☐ If no, why not? \_\_\_\_\_

Please leave this comment sheet at the designated location, or mail your comments **WITHIN 10 DAYS** (postmarked by June 22, 2008) to the addressee on the reverse side.

Miller, Douglas C.

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From: ~~Donald S. Miller~~ Emerick  
Sent: Sunday, June 08, 2008 8:31 PM  
To: NOVA Meeting Comments  
Cc: ~~Donald S. Miller~~  
Subject: Rolling Road Widening Project

To the planners and decision makers of the Rolling Road Widening Project:

I am a resident of West Springfield Village. I regularly drive on Rolling Road to and from my residence on Springfield Village Drive. Regarding the Rolling Road Widening Project, I offer the following comments for the record.

**Comment #1: Suspend in favor of Saratoga.** At our civic association meeting on May 12, several people expressed a strong desire for the county board to stop work on the current 1.4 mile project and instead improve Rolling Road just south of the Fairfax County Parkway. I agree and ask that you seriously consider suspending the current project and focus instead on improvements south of the parkway.

Anyone who drives Rolling Road past the back side of the EPG and through the area of Saratoga Village will understand the desire of the Saratoga residents to have road improvements made sooner rather than later. While there has been a lot of good work done, and good money spent, on the current project, I ask you to remember that "When your task is to dig a hole, it doesn't matter how good the hole is if you dig it in the wrong place." The Saratoga area is a right place for you to dig this particular hole.

**Comment #2: Interchange Improvement.** Regardless of whether construction is done north or south of the parkway, the interchange with the parkway cries for improvement. According to study results shared with area residents, traffic volume is on the rise along Rolling Road. This is one of the justifications for the project. It is reasonable to expect that much of this traffic, current and future, will access the Fairfax County/Franconia-Springfield Parkway. I am quite concerned that the current interchange with the parkway will be a bottleneck, especially as traffic from Fort Belvoir increases as a result of BRAC. Please focus on improving this interchange as part of any Rolling Road improvement.

**Comment #3: Excessive Width.** Adverse impact on property owners along Rolling Road could be reduced if the "multi-modal" path were narrowed or eliminated. Further, it seems that the "bicycle lobby" has a stronger voice than local residents. While I am unaware of any statistics, it seems to me that the current number of people who live, drive and park on Rolling Road each day is likely higher than the current or potential number cyclists who would use the thoroughfare only occasionally. I understand that there are current requirements for any new construction to include bike paths. I also

provision for bike traffic be waived and that the roadway be narrowed to lessen the adverse impact on property owners and make better use of the available land (i.e. homeowner properties).

**Comment #4: Speed Limit.** Thank you for reducing the “design speed” of the roadway to 40 MPH. Even though the use of the road will no longer be classified as residential, it is, in fact, a residential street and will remain such regardless of the labels applied by traffic planners. Please retain the current 30 MPH speed limit. Also, please put something in place to see that the posted speed limit is vigorously enforced. We as residents will do our part working with police agencies and I ask that the board continually encourage those agencies to control the speed along Rolling Road.

**Comment #5: Traffic Light at Viola.** The installation of a traffic light at Barnak was a welcome improvement for our neighborhood and especially for parents, staff and students of Rolling Valley Elementary School. It also seems to encourage compliance with the 30 MPH speed limit on Rolling Road. I believe that an additional traffic light either at Springfield Village Drive or Viola would make the improved roadway much safer. While I would personally welcome a light at Springfield Village Drive, I believe that one at Viola would better serve this safety concern. A light at Springfield Village Drive would likely come as a surprise to drivers coming up the rise from the parkway and around the curve after Viola. In any case, an additional traffic light will further improve speed limit compliance and access to our neighborhoods.

**Comment #6: Truck Traffic.** According to VDOT statements, large truck traffic is expected to increase from two percent to three percent along the corridor. I request that the Board act to keep this increase from growing further. While it may not be possible to forbid truck traffic, I understand that other jurisdictions have been successful in limiting it by posting “recommendations” for truckers to use alternate routes. I believe that Supervisor Herrity’s office has information that addresses this point. Please explore all possible means of limiting truck traffic through our neighborhood.

**Comment #7: Utility Lines.** Please continue efforts to place utility lines underground. Relocating utilities underground will mitigate some of the safety issues that arise with increased road width and increased traffic volume, such as collisions with utility poles. This relocation will also provide a measure of improvement for property values, especially those from whom property is to be taken for this project.

Thank you for this opportunity to comment.

Dan Emrick

8113 Springfield Village Drive

Springfield, VA 22152

703-644-2011



COMMENT SHEET  
VIRGINIA DEPARTMENT OF TRANSPORTATION  
DESIGN PUBLIC HEARING

Meeting Date and Time:  
Thursday, June 12, 2008  
5:00 pm. - 8:00 pm.  
(Presentation at 6:00)

Meeting Location:  
West Springfield High School  
6100 Rolling Road  
Springfield, VA

This comment sheet will become part of the public record for this project.

NAME

(OPTIONAL):

SUE ERSKINE  
(PLEASE PRINT)

SPRINGFIELD VA

ADDRESS:

8301 GREELEY BLVD

ZIP: 22152

1. Please provide us with any additional information that you believe will assist VDOT in developing the final design of this project:

PLEASE SEE ATTACHED PAGE

2. Do you support the inclusion of on-street parking with this project? Yes ☐ No ☐  
Do you live in a home that will have on-street parking in front of it? Yes ☐ No ☒

3. Do you think the design of this project will meet the needs of motorists, pedestrians, bicyclists, and other users of the facility? Yes ☒ No ☐  
If no, what other features would you like to see incorporated into the design?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

4. Do you support the design of the project as presented here tonight?

a. Yes ☐ Yes, with the modifications listed:

WITH Sound Walls & Drainage

b. No ☐ If no, why not?

\_\_\_\_\_  
\_\_\_\_\_

Please leave this comment sheet at the designated location, or mail your comments WITHIN 10 DAYS (postmarked by June 22, 2008) to the addressee on the reverse side.

State Project: 0638-029-156, P104, R204, C504  
Federal Project: STP-5401(691) UPC: 5559

**Rolling Road, Fairfax County, PH Comments**  
**Project 0638-029-156**  
**Public Hearing June 12, 2008**

Sue Erskine, 8301 Greeley Blvd, Springfield, VA 22152  
(703) 569-7185; [REDACTED]

We have lived at 8301 Greeley Blvd on the corner of Rolling Road for thirty years and my husband and I support this project. Once the Fairfax County Parkway was opened to Rolling Road, and traffic was allowed onto Rolling Road from the Fullerton Industrial Park, the traffic not only increased in volume, but most drivers are now using Rolling Road only as a cut through to avoid traffic on Old Keene Mill Road or Backlick Road. They are usually driving around 50 MPH and it is next to impossible for residents of Rolling Valley Subdivision to exit onto Rolling Road safely. The traffic signal recently installed at Barnack Road has helped somewhat in that it creates a break in traffic occasionally.

**I have several concerns about the construction plans:**

**Drainage:** It appears that the completed road will be higher than our property. I am aware that drainage from the road inside the curbs will be directed to the storm water management facilities; however, as I read the plans, there will be a slope from the curb down to our property. There are several houses next to ours that are at a higher elevation than ours (but lower than the new road). How will runoff past the curb be drained? If there is no drainage provided outside the curb, water runoff will probably run to Greeley and into my yard. Please address this. Also, please write into the contract that during construction, water runoff must be controlled and kept out of our yard.

**Sound Barrier:** Our house is approximately 25 feet from the curb of the completed road. The existing wooded area on Rolling Road adjacent to our house currently muffles the road noise to some extent. When the trees are removed for construction of the widened road, the noise will be unbearable and a sound barrier will be a necessity.

**Temporary Easement:** I understand the 15 foot easement on our property will be taken over for use during construction. Will this easement be graded and reseeded before being returned? If the road is higher than our property, will a retaining wall be constructed? What steps will be taken to keep down the dust and debris during construction since it will be only ten feet from our house?

**Driveway:** Anytime there is construction of any type on Rolling Road (pavement patching, etc.) construction vehicles block our driveway. They plan to be there "only a few minutes," but oftentimes it stretches to closer to an hour. What provision will be made to stop this? Can I get a construction supervisor's cell phone number to call if I need to get out of my driveway? If you hold a "Pardon Our Dust" meeting, I definitely would like to be notified.

  
Sue Erskine



Miller, Douglas C.

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From: ~~MAVE1@va.gov~~ EVANS  
Sent: Tuesday, June 03, 2008 10:46 AM  
To: NOVA Meeting Comments  
Subject: Rolling Road Widening Project

First, I don't see why this project is absolutely necessary. Rolling Road is a residential road and runs through West Springfield Village with homes that are now very close to the roadbed. While I do not live on Rolling Road and will not be affected by losing some of my frontage, it will impact me indirectly as well as every other resident in our Village.

If this project is intended to be completed, I would like to see the following restrictions:

1. The speed limit should be no higher than 30 miles. As we all know, everyone goes above the designated speed limit. This 30 MPH limit must be enforced. Our children will need to cross Rolling Road in order to visit friends, go to school and to use our swimming facilities. Excessive speed and a constant flow of traffic will make this almost impossible.
2. It would be feasible if there were plans to have a stop light in the vicinity of Viola. This would make it easier for cars trying to enter Rolling Road during the evening rush hour traffic from the Parkway. The stop light at Barnack gives some relief to this problem, but little during the evening rush. For residents whose homes frontage Rolling Road, it is nightmare to back out of their driveways into traffic and onto Rolling Road.
3. Be sure to continue the walking path/sidewalk all the way to Old Keene Mill Road. Adding a bicycle path would be an additional step in promoting exercise instead of jumping into our cars to fetch a few groceries.
4. Bury those hideous utility lines during this project.

Please enter these comments in the record. Thank you.

Marion L. Evans  
6813 Cabot Court  
Springfield, VA 22152

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Get trade secrets for amazing burgers. [Watch "Cooking with Tyler Florence" on AOL Food.](#)

Miller, Douglas C.

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From: Beth Everett [mailto:beverett@verizon.net]  
Sent: Wednesday, June 18, 2008 4:03 PM  
To: NOVA Meeting Comments; [mailto:rollingroad@va.gov]  
Subject: Rolling Road Public Hearing

Dear Rolling Road Widening Project Decision Makers,

As the home owner of 8110 Birmingham Lane, a corner lot being affected by the Rolling Road widening project, I have comments to put on record about the final project plan.

I would first like to say that I appreciate the fact that VDOT has tried to listen to all points of view in this matter, and that I agree seeking input from all constituents is important in any big decision facing a community.

Now that the listening phase is complete though, I would implore VDOT and the other policy makers to remember that the daily welfare of those that live on, and immediately surrounding, the stretch of road being widened are the most important stakeholders in this issue. We, the homeowners, are the ones whose voices should be given the most weight and consideration. We are the ones that invested our life's savings into these homes and pay property taxes to live in them.

We also pay state and federal taxes with the expectation that we will have free and unimpeded access to our homes to attend work, pick up and drop off our children and grandchildren, shop for groceries, etc. Constituencies such as the bicycle lobby have some valid points, and they are organized, persistent, and very loud, but again, please remember, this does not / should not give them any more access to Rolling Road than those of us who actually purchased the land and continue to pay taxes on it.

That being said, the following concerns are very important to me:

1. Bikers do not need three means of access up and down Rolling Road [proposed trail, sidewalk, and lane in the road]. The proposed access lane in the road should be the method that bikers pursue up and down Rolling Road. In commuting, I note that most bikers' ride in the roads no matter what other options are available to them. I would also like to see more signs indicating that bikers are required to follow the same traffic protocol as motor vehicles; it is a rare occasion when I see a biker obeying traffic signs and signals.
2. I see no reason and no common sense in including an eight foot trail along Rolling Road. Rolling Road is part of a residential neighborhood. Trails typically run through parks or long stretches of uninhabited land areas, not next to homeowners' front doors. It just does not make sense to have a trail on Rolling Road.
3. Leave the speed limit at 30 mph. We all know that those who drive on Rolling Road rarely drive the speed limit. More often, the driving speed is around 40-45 mph. If the speed limit is raised, the speeding problem along that stretch of the road, where children live and play, will only get worse, and someone might get hurt or killed. Additionally, the folks that have to get in and out of the community on that stretch of the road, where lights are not present, will have an even harder time with higher posted speed limits, wasting time and gas, getting more frustrated because we can not get in and out of our own homes.
4. Add a light at one of the larger intersections. There has to be a way to slow the traffic and allow breaks for homeowners to get on and off Rolling Road. An extra light could help with these issues.
5. A sixteen foot median seems excessive. Make the median smaller and leave some more property in the hands of the property owners.
6. My driveway has been moved and redirected to run in front of my home because of the project. If my driveway has to move, then it just makes sense to move my car port to the other side rather than run my driveway in front of my house. Please do not destroy the

I appreciate your consideration of my concerns in this very important and very permanent effort being undertaken by VDOT and the local/state government. But please remember, bikers and commuters have travel options other than Rolling Road. But we, the homeowners, do not have the luxury of alternate options in this situation unless we sell our homes and leave the community.

Beth Everett, 8110 Birmingham Lane, Springfield, VA 22152  
703-569-3375 (Home)  
571-426-3875 (Cell)

Miller, Douglas C.

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**From:** Gary Ewart [REDACTED]  
**Sent:** Monday, June 09, 2008 5:37 PM  
**To:** NOVA Meeting Comments; springfield@fairfaxcounty.gov; chairman@fairfaxcounty.gov  
**Subject:** Rolling Road Widening

Dear Sirs:

Please take in consideration the needs of cyclists when developing and finalizing plans for widening Rolling Road.

While I am an Arlington resident, in the recent past, I was a frequent cyclist along Rolling Road. In 2000 and 2001 a friend of mine who lived off rolling road were training for a triathlon and frequently included stretches of Rolling Road as part of the our training routes. The ride along Rolling Road was challenging in that 1) traffic speeds were pretty fast 2) the shoulder was narrow to nonexistent. We both are experience cyclists comfortable riding in traffic, however, the lack of shoulder along Rolling Road made that section of our ride a bit nerve racking, even for two experienced cyclists.

Tragically, my training partner was killed on 9/11 at the Pentagon and my rides along Rolling Road have ended. However, I hope for the sake of other cyclists you will consider including on road improvements that will make cycling along Rolling Road safer and more accessible as part of the Rolling Road widening process.

Please let me know if you have questions or would like additional information.

Ge

Gary Ewart

Director, Government Relations

American Thoracic Society

1150 18th Street, N.W., Suite 300

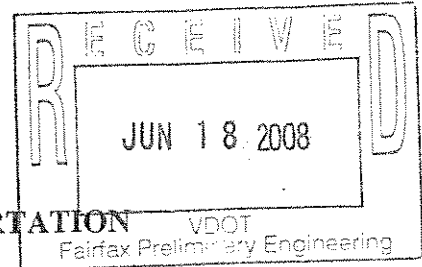
Washington, D.C. 20036

Phone: 202 296-9770

Fax: 202 296-9776



COMMENT SHEET  
VIRGINIA DEPARTMENT OF TRANSPORTATION  
DESIGN PUBLIC HEARING



Meeting Date and Time:  
Thursday, June 12, 2008  
5:00 pm. - 8:00 pm.  
(Presentation at 6:00)

Meeting Location:  
West Springfield High School  
6100 Rolling Road  
Springfield, VA

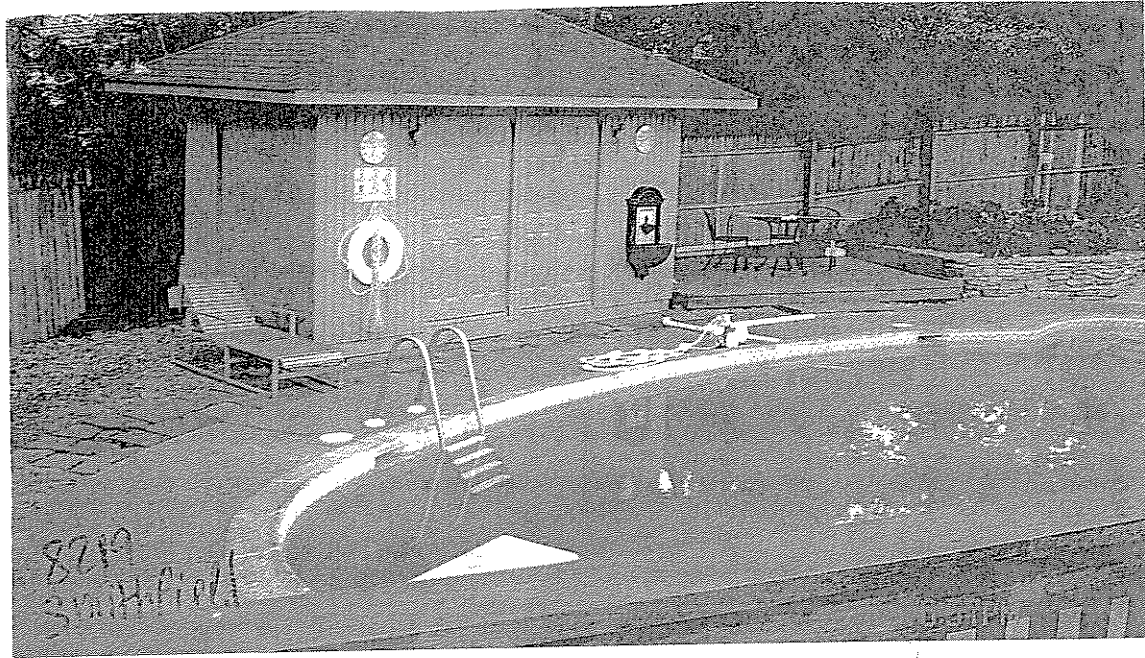
This comment sheet will become part of the public record for this project.

NAME  
(OPTIONAL): Peter Faragalla  
(PLEASE PRINT)

ADDRESS: 8219 Smithfield AVE ZIP: 22152

1. Please provide us with any additional information that you believe will assist VDOT in developing the final design of this project:  
We need a Noise/Sound Barrier wall (A must). Having a Corner House  
Too loud from cars speeding up/down Rolling Rd. keep speed limit to 35mph  
\* Motorists are going 45-55 Right now. This Project will destroy my  
back yard. No more swimming pool (Taking land from my back yard. See Picture  
attach!!
2. Do you support the inclusion of on-street parking with this project? Yes ☐ No ☒  
Do you live in a home that will have on-street parking in front of it? Yes ☐ No ☒
3. Do you think the design of this project will meet the needs of motorists, pedestrians, bicyclists, and other users of the facility? Yes ☐ No ☒  
If no, what other features would you like to see incorporated into the design?  
You can't control speed limit. Safety is an issue for  
pedestrians & bicyclists!! you're trying to sell it right now  
but we wouldn't know till it's done!!
4. Do you support the design of the project as presented here tonight?  
a. Yes ☐ Yes, with the modifications listed: \_\_\_\_\_  
b. No ☒ If no, why not?  
All you need is to add a turning lane. This project will impact  
our Real estate value for years to com. we won't be able to sell our  
Houses till VDOT complete this project (2009-2010).

Please leave this comment sheet at the designated location, or mail your comments WITHIN  
10 DAYS (postmarked by June 22, 2008) to the addressee on the reverse side.



The Pool House will be gone  
by VDOT. The new fence line will  
be too close to my pool.  
NO Privacy -- Noise

The Back yard was the selling  
Point when I bought the House  
in Summer of 2005 !!

Miller, Douglas C.

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From: Jon Fowler [mailto:~~j.fowler@verizon.net~~]  
Sent: Wednesday, June 11, 2008 8:41 PM  
To: NOVA Meeting Comments; chairman@fairfaxcounty.gov; Pat.Herrity@fairfaxcounty.gov  
Subject: Rolling Road Widening Project

My wife, Debbie, and I live at 6702 Rolling Road, the crash impact zone at the top of the hill south of Greeley. We have owned, and occupied, the property since 1985. We will be unable to attend the meeting on June 12th, but we have the following comments about the widening of Rolling Road.

1. Eliminate the on-road bicycle lane. It will connect to nothing. There is a bicycle path, not on-road, further north by the government center, but nothing on Old Keene Mill and nothing south on Rolling. Tell the bicyclists to live with what is consistent with the surrounding roadways. The stretch of Rolling from the government center north to the railroad bridge has sidewalk on only one side of the road so we are already giving up more than the connecting areas.
2. Eliminate the on-street parking. Give all properties facing Rolling Road a double apron and driveway so that we can pull in and out of our driveways rather than backing into or out of the roadway. We widened our driveway because backing in or out at the top of the curve/hill is impossible. We gave up some on the yard in order to have our 3 children pull in and out over concern for their safety. We currently have a single apron opening and to widen it would be helpful.  
Some of the driveways of other properties on Rolling might have to be moved from one side of the yard to another. Would VDOT be willing to help with some on the landscape changes rather than purchase the land outright?
3. Bury the utility lines. Safety, line of sight, appearance of the Village in general, all benefit.
4. Install a traffic signal at Viola and Rolling. The signal at Barnack has slowed the traffic coming up the hill and around the curve.  
A second break in traffic flow in the Village will help to keep the speed of traffic a little more reasonable. The people who live off of Viola need a break getting out of their neighborhood.
5. Keep the guard rail at the top of the hill/curve. The hill and curve will be somewhat flattened/straightened but not eliminated. The guardrail has cut down dramatically on the number on accidents which occur at the top of the hill/curve, in our yard and the yard next door.  
We are no longer on a first name basis with the police and fire/rescue crews from down the street.

Jon and Debbie Fowler  
6702 Rolling Road  
Springfield, VA 22152

Miller, Douglas C.

From: JOE FRANGIPANE [mailto:JOE.FRANGIPANE@LongandFoster.com]  
Sent: Thursday, June 19, 2008 9:11 PM  
To: NOVA Meeting Comments  
Subject: FW: Rolling Road Widening Project

I am a resident of Rhygate, a townhouse subdivision of Rolling Road. I want to thank all those involved that have tried to get everyone's needs met with the Rolling Road Project (Project). However, there are still a number of aspects of the Project that do concern me based on what I heard at June 12 meeting and my own general observations. My suggestions/ recommendations for the Project are as follows:

- v Project Should be Downsized from the Current Plans.
  - v Some More Timely Improvements Are Needed.
  - v Further Modifications Are Needed to the 4 Lane Project to Get All Stakeholders on Board
- Here's my support for the above mentioned suggestions/recommendations.

**1. Project Should be Downsized from the Current Plans**

It appears that most if not all of the residents living along Rolling Road are against the Project for a number of reasons. I will try to summarize the more important concerns that I have and what I heard over the years from other residents along the road:

- v Reduced property values along the road;
- v Higher projected costs than currently estimated;
- v Not cost justified by the projected road usage;
- v Delays along the road during construction will be extensive;
- v There has not been enough consideration provided for bus and bicycle usage.

(1.) I believe the planned road improvements will significantly decrease the tax assessed value of a number of properties that border Rolling Road, and will be a further drain on the tax revenues of Fairfax County. I say this based on my experience as a realtor in the area, and seeing the price declines of properties that border on the Fairfax County Parkway in Springfield, Burke, and Fairfax. A number of my clients have refused to consider nice homes for sale that border on the Fairfax County Parkway because of noise and the sight of those wall barriers.

Since it was announced that money was available for the widening of Rolling Road, the values of properties bordering Rolling Road have experienced a much greater decline than other properties in the Springfield area. As a matter of fact, there have been a number of distressed properties sales (bankruptcies and short sales) on Rolling Road. I'm afraid the completion of the Project will lead to a further increase in the number of distressed properties sales since a 4 lane road will further reduce the number of potential purchasers of properties on and within a close proximity of Rolling Road. You may not know but property values are already down significantly on those properties directly on the road. I don't know how anyone is going to be able to sell some of the properties that have little if any frontage left after the Project is complete. I see the same thing happening on Rolling to some of the properties bordering on Lee Chapel after the recent expansion of that road from 2 to 4 lanes.

(2.) I believe the final cost estimates will be much higher than the current estimates of \$24.5 million for several reasons. First, placing the utility wires underground was not included in the proposed estimate. I believe it is a necessity that the project includes underground utilities. We have had several recent incidents with trees falling that have impact on our utility services. In one recent incident several weeks ago, homeowners in Rhygate could not get out of their homes for the morning commute because of tree damage and a downed power line that was across the entrance to our community. Second, I expect that not enough consideration has been provided for the cost of right of



outright by VDOT since there is no way that the resulting land can safely accommodate the occupants. Other properties will significantly lose value from the planned barrier walls. I say this based on my experience with marketing properties that border the Fairfax County Parkway. Third, I don't believe the estimate has factored in the true cost of the barriers that need to be constructed as part of the Project.

(3.) I don't believe that the road usage numbers presented at the meeting support an increase from a 2 to 4 lane highway. The statistics provided at the meeting for the projected road usage for the next 20+ years are under what is required to support a 4 lane road. Also, I question whether the usage will actually hit the projected 32,000 cars by 2031 based on other factors. For example, there are no projections included for the reduced amount of road usage due to the impacts of the higher cost of fuel or the increase in mass transportation. I think this will be an important factor in the coming years as more people switch to mass transit options and try to move closer to their work. Also, I believe the actual road counts over the last several years maybe misleading since more people used this road when the mixing bowl project was under construction. The usage seems to be considerable less since the mixing bowl has been completed. Finally, the flow on the road appears to have improved as a result of recent improvements made to the intersection of Old Keene Mill Road and other improvements.

(4.) it appears that the planned improvements to Rolling Road are scheduled to start after the completion of the Fairfax County Parkway through the Fort Belvoir proving grounds and along Rolling Road. I understand that the latter project includes changes and/or movement of parts of the existing Rolling Road close to the Fairfax County Parkway. My concern is for the impact on those using Rolling Road on a daily basis throughout the construction of both projects. It could be that those users would be looking at a construction period in excess of 4 years, with all the associated delays and inconveniences.

(5.) The last point on mass transit leads me to another concern. There was a lack of discussion of the impacts on the Project to Metro bus usage. The comment made at the meeting was that Metro doesn't want any stops along the road. This comment was very surprising and alarming to me and some of the other residents. Currently, there are a number of bus stops along the road and residents use Metro bus to get to the Springfield Metro. I don't know whether the comment means that Metro won't have any Metro bus routes along Rolling Road after the project is completed? If so, this is a serious concern to residents. Also, the current plans for the road may need a further look because of the comments and concerns related to bicycle usage. While it is good to factor in bicycle usage on the road, residents expressed a concern related to a narrower bicycle path than standard and wider lanes along the road to allow the usage of bicycles on the traffic part of the road. Therefore, more planning is needed to determine the best option for bicycles.

## **2. More Timely Improvements Are Needed to Rolling Road**

I believe that improvements are needed to make the stretch of Rolling Road a safe place to travel and that such improvements can not wait until 2012 or 2014.

The statistics presented at the meeting on road fatalities indicated that 3 persons have been killed on the same stretch of Rolling Road over the last 3 years. Therefore, if we wait until 2014 to have any improvements in place and if similar fatalities occur, we are looking at another 6 casualties before any improvements are made. In my opinion, that is totally unacceptable statistic, especially when limited improvements can be made to the road beforehand that will increase the safety and reduce the potential fatalities on the road.

There are several areas along Rolling Road that need improvements well before 2012, including the

road that has caused all of the delay accidents. I have not seen any continual backups on Rolling Road during rush hour except at Greeley, all due to the lack of left turn lanes from either direction. The improvements made to the intersection of Rolling and Old Keene Mill Rd. has greatly reduced the backups, even during the morning and afternoon commutes. It appears to me that VDOT has already obtained sufficient right of way near the Greeley intersection to undertake these improvements as soon as possible. I would be surprised if any of these changes would be protested by the local residents, who have to put up with the unsafe conditions daily on this part of the road.

Besides the safety issue, the stretch of Rolling Road at issue in this Project is in poor condition. VDOT has spent considerable time and money in patching stretches of Rolling Road at issue here over the last six months. However, I must say that VDOT's efforts at patching the road, while laudable, have not made the stretch of road either more drivable or aesthetically looking. The road is bumpy, especially in the areas that have been patched. I would expect considerable more patching over the next four years, at a much higher cost than if the road was resurfaced in the traditional manner. I would appreciate if someone from VDOT drive on the road and observe the poor condition, including the smoothness of the patches that have been recently installed.

In summary, the safety aspects alone should make modest improvements to the road a priority during the next several years, and not wait until 2012 to start such improvements. I don't believe that cost should be a factor because of the positive cost/benefits of these needed improvements.

### **3. Planned Changes to the 4 lane Project**

I heard a number of residents make comments or suggestions on a number of aspects to the proposed 4 lane project. I will summarize those that I can remember that need further consideration:

- v Creation and location of the holding pond on Springfield Golf Course property next to the Rhygate development. The addition of the holding pond will expand the cost of the project, result in an eyesore to the residents of Rhygate and the entire area, and remove an existing buffer of trees that is needed in the area.

- v The addition of sound walls for the Rhygate community and other residences who are negatively impacted by the project. Also, I believe that another noise study is needed in connection with the project since the current noise study was based on computer modeling for both before and after results. It appears to me that the current noise levels should be used as a base for the noise level before and reflect existing tree coverage. I understand that removal of trees for the project was not considered because the depth of the removed trees were less than 100 feet. This appears ridiculous since any amount of tree coverage will reduce both the impacts of traffic noise and the other negative impacts on the road.

- v There has not been adequate consideration provided for bus usage and bicycle usage needs to be refined.

- v There needs to be additional focus on the problems with residents coming out of Keene Mill developments and the traffic going and coming from the businesses located at the shopping center in front of the Sunoco gas station center on Rolling Road and Old Keene Mill Rd. The traffic patterns are very unsafe and will cause additional issues if the road is expanded to 4 lanes.

- v The maximum post speed on Rolling Road has to be further studied based on the driving habits of the road users. I believe that the actual speeds of users of the proposed 4 lane road will continue to make it unsafe for drivers based on the engineering comments I heard at the meeting.

Thank you for giving me an opportunity to provide these comments.



COMMENT SHEET  
VIRGINIA DEPARTMENT OF TRANSPORTATION  
DESIGN PUBLIC HEARING

Meeting Date and Time:  
Thursday, June 12, 2008  
5:00 pm. – 8:00 pm.  
(Presentation at 6:00)

Meeting Location:  
West Springfield High School  
6100 Rolling Road  
Springfield, VA

This comment sheet will become part of the public record for this project.

NAME

(OPTIONAL): DENNIS FREN  
(PLEASE PRINT)

ADDRESS: 731 RIDGE DR MCLEAN ZIP: 22101

1. Please provide us with any additional information that you believe will assist VDOT in developing the final design of this project:

THE 14 FOOT OUTSIDE LANE WILL WORK WELL

2. Do you support the inclusion of on-street parking with this project? Yes ☒ No ☐  
Do you live in a home that will have on-street parking in front of it? Yes ☐ No ☒

3. Do you think the design of this project will meet the needs of motorists, pedestrians, bicyclists, and other users of the facility? Yes ☒ No ☐  
If no, what other features would you like to see incorporated into the design?

4. Do you support the design of the project as presented here tonight?  
a. Yes ☒ Yes, with the modifications listed: \_\_\_\_\_

b. No ☐ If no, why not? \_\_\_\_\_

Please leave this comment sheet at the designated location, or mail your comments WITHIN  
10 DAYS (postmarked by June 22, 2008) to the addressee on the reverse side.

**Miller, Douglas C.**

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**From:** Dennis Gehley [mailto:dmg@com.net]  
**Sent:** Sunday, June 01, 2008 1:00 PM  
**To:** NOVA Meeting Comments  
**Cc:** [mailto:dmg@com.net]  
**Subject:** Rolling Road Widening Project

**To Whom It May Concern:**

My name is Dennis Gehley and I live in West Springfield Village. I have been a resident of the Village for the last 30 years at 6901 Barnack Drive. I am in favor of the Rolling Road widening project, including bicycle paths and foot paths all the way to Route 644 – Old Keene Mill Road. Thank you for your consideration of my comments.

Dennis M. Gehley

Springfield, VA

703-451-6764

Miller, Douglas C.

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From: ~~sgoland@cox.net~~ Goforth  
Sent: Friday, May 30, 2008 9:08 AM  
To: NOVA Meeting Comments  
Cc: ~~sgoland@cox.net~~ peyton.Onks@fairfaxcounty.gov  
Subject: Rolling Road, Springfield.

I really don't care if you widen the road or not.

Any work you do needs to be performed by better contractors and inspectors that you have used in the past.

Also please replace the speed limit sign removed by the contractor that widened the road for the stop light at Barnack and Rolling.

Lastly , enforce or caused to be enforced, the SPEED LIMIT, just do it!!

This road is a cut through for various areas and commuters going and coming from work are speeding at high rates of speed daily without any control from the enforcement arm of the law.

I was sitting at the new stop light Sunday A.M. , A driver went around me on the left and ran the light and proceeded toward Keene Mill road at a high rate of speed. This really happened.

Paul Goforth

Miller, Douglas C.

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**From:** Hal Grant [mailto:halgrant7005@verizon.net]  
**Sent:** Sunday, June 01, 2008 6:49 PM  
**To:** NOVA Meeting Comments  
**Subject:** Rolling Road Project

Dear Madams/Sirs:

We are very much **opposed** to the widening of Rolling Road, for the following reasons:

It is a great expenditure of our tax money - our taxes are already too high! It is not needed or wanted, only by bike riders (who do not live in West Springfield Village) and commercial interests. The tax money is needed in other areas more, and to improve the existing roadway.

It will inconvenience the citizens who live in West Springfield Village during construction.

It will take land away from the citizens that live on Rolling Road.

It will bring more traffic and the traffic will not obey the speed laws.

The congestion that now occurs on Rolling Road could be alleviated by the widening of Rolling Road at the intersection of Greely Blvd so that there are left turns lanes in both north and south directions.

Thank you for your consideration,

Marge and Hal Grant  
7005 Barnack Drive  
Springfield, VA 22153  
703-569-0497

Miller, Douglas C.

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From: michelleham [REDACTED] *Hamilton*  
Sent: Thursday, May 29, 2008 12:22 PM  
To: NOVA Meeting Comments  
Subject: Widening of Rolling Road

The road is desperately in need of repair. Take caution though, if the speed limit is increased, drivers will go in excess of that speed by 5-10 mph. There needs to be turn lanes, parking lanes on the side for those who live there. The traffic flow will substantially increase due the EPG and other projects. Consideration for us living near RR and using it as a main artery to get into and out of our neighborhoods should be a priority, not just a side note. It needs to benefit us as well as the projected increase in traffic flow.  
Sincerely, Michelle Hamilton



Miller, Douglas C.

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From: Bill Harvey (bharvey@wans.net)  
Sent: Tuesday, May 20, 2008 12:23 AM  
To: NOVA Meeting Comments  
Subject: Rolling Road

Good Evening:

We are long time residents in the Village who are against widening Rolling Road (RR). We understand the role of VDOT is to provide the expertise to engineering and safety issues. VDOT collects the data, provides some analysis, and somehow the political process comes up with a game plan. Over the years, we have heard various explanations about how this project got started and how various elected officials have been involved or not involved with the RR project.

In one of the public hearings some years ago, a VDOT representative said, "...this project [RR] was not our idea, but came as a task from the County as part of the development plan." More recently we have heard that VDOT is advising our local officials and the Village Association that the world is going to come to an end unless RR becomes wider, especially that part of the road that runs through our Village. Hopefully, you can see how confusing this information has become.

Recently, we have heard that there are two basic arguments for the RR project. One is because the politicians are saying it is needed to "move forward" and the other is because VDOT says RR is nearing capacity. We are appealing to the political types to stop the RR project. In our view the political argument does not hold up. Maybe they have tried to adopt the rational of actions using the current national model, but unfortunately that model has proven to be badly flawed. This kind of "argument" is a statement of fact, not an argument on why it should be done, and is very easy to refute. So that argument lacks any depth.

Next is VDOT presentation to the Village Association that RR is about to reach capacity. Even so, of all the road work needed in this area, RR has to be an embryo in the pool of road projects in the area of Springfield and the Burke. In Fairfax County, it probably is not even included in the algae that floats on top of the water. I travel RR everyday, both during the rush hour and in non-rush hour traffic. Seldom is there a back up and when there is, it is the north bound RR traffic caught at Old Keene Mill intersection with those wanting to turn left off of RR onto Old Keene heading west. Parenthetically, had VDOT allowed for two left turn lanes, which there seems to be plenty of room to have done, we would not have that backup. Anyway, the politicians' statement simply seems to address an agenda that is not being disclosed.

As to the argument RR needs to be widened because of increased traffic is perhaps more of an argument. However, the data is based on predictions. These predictions, at best are based on a set of assumptions that are only guesses for the out years, and have little merit in the short term for a multi-million dollar expense. Consequently, the Return on Investment, which the County and the State say they are deeply committed to upholding, is in the minus numbers.

After the mixing bowl opened some years ago, the carpool joke was that the engineers who designed that mess had to have been drunk at that the time. This time, it seems the engineers just may be the sober party in this silly game of seeing how much money can be spent, and the political types are the ones drunk with power, they will sober up at the revelation of the next election.

Regards,

Bill & Deanna Harvey

**Miller, Douglas C.**

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**From:** Robert Havey [mailto:havey@oldwood.com]  
**Sent:** Monday, May 19, 2008 7:46 PM  
**To:** NOVA Meeting Comments  
**Cc:** springfield@fairfaxcounty.gov; DelDAIbo@house.state.va.us  
**Subject:** Rolling Road

Rolling Road between Old Keene Mill and the Fairfax County Parkway is not the worst road in the county on which to back out of a driveway. Sections of Lawyers Road, Fort Hunt Road, Guinea Road and Prosperity Ave are all as heavily travelled and have places where backing out is extremely dangerous, as opposed to inconvenient because you have to wait for traffic to clear. There are also roads where making a left out of a side street is much more difficult. The proposed bike lane only aggravates the situation

Widening Rolling Road and increasing the speed limit (or at least the travelling speed) will increase the danger and inconvenience for the residents to the level of the other roads without any real benefit to anyone. Decreasing travel time going North only gets you to the traffic jam at Old Keene Mill Road a little Quicker, and travelling South the same traffic jam will serve to limit the traffic flow. Additionally, there is no place for development or new destinations North of Old Keene Mill Road.

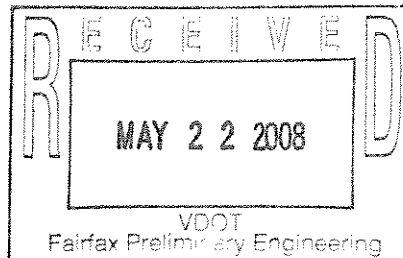
Locally, it would be more beneficial to finish Hooes Road Between Silverbrook and Route 123, widen Lee Chapel Road between the Fairfax County Parkway and Route 123, and fix Rolling Road between the Fairfax County Parkway and Fullerton Road.

Aside from the badly needed resurfacing, no one will benefit from the proposed "improvements" to Rolling Road. I would prefer to take my chances with future traffic jams to the near certainty of someone getting hurt or killed on a fast moving road to nowhere.

Robert Havey

6907 Rolling Road

Springfield, VA 22152



**COMMENT SHEET**  
**VIRGINIA DEPARTMENT OF TRANSPORTATION**  
**DESIGN PUBLIC HEARING**

Meeting Date and Time:  
Thursday, June 12, 2008  
5:00 pm. - 8:00 pm.  
(Presentation at 6:00)

Meeting Location:  
West Springfield High School  
6100 Rolling Road  
Springfield, VA

This comment sheet will become part of the public record for this project.

NAME

(OPTIONAL):

Robert Harvey

(PLEASE PRINT)

ADDRESS:

6907 ROLLING RD

ZIP:

22152

1. Please provide us with any additional information that you believe will assist VDOT in developing the final design of this project:

BECAUSE THE DEVELOPMENT WILL BE SOUTH OF  
THE PARKWAY RLY TRV SECTION BETWEEN THE  
PARKWAY AND ROLLING ROAD

2. Do you support the inclusion of on-street parking with this project? Yes ☐ No ☐  
Do you live in a home that will have on-street parking in front of it? Yes ☐ No ☐

3. Do you think the design of this project will meet the needs of motorists, pedestrians, bicyclists, and other users of the facility? Yes ☐ No ☒

If no, what other features would you like to see incorporated into the design?

PREFERABLY STOP THE PROJECT.  
THE BIKEPATH AS DESIGNED IS VERY DANGEROUS,  
AND LARGELY USELESS. REPLACE WITH A SIDEWALK

4. Do you support the design of the project as presented here tonight?

a. Yes ☐ Yes, with the modifications listed: \_\_\_\_\_

b. No ☒ If no, why not?

THE DEVELOPMENT IS IN LORTON - SOUTH OF  
THE PARKWAY. THIS PROJECT HURTS US  
AND HELPS NO ONE.

Please leave this comment sheet at the designated location, or mail your comments WITHIN 10 DAYS (postmarked by June 22, 2008) to the addressee on the reverse side.

**Miller, Douglas C.**

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**From:** Robert Havey [mailto:havey@attwood.com]  
**Sent:** Saturday, June 21, 2008 4:37 PM  
**To:** NOVA Meeting Comments  
**Cc:** 'John T. Cooley'  
**Subject:** Rolling Road Widening Project

I have already submitted a handwritten comment sheet.

I do not see how widening Rolling Road will improve my safety, and I still cannot understand where the additional traffic would come from. Simply widening the road will not reduce traffic. Old Keene Mill Road was impassable most mornings before the Amherst Avenue overpass and the bus pull-offs were installed.

My first preference would be not to do the project at all.

My second preference would be to eliminate the asphalt "trail" on the West side of Rolling Road. If you are accommodating bicycles in the main roadway, there is no need to further trash the neighborhood with an asphalt path that will be ugly in this context. Replacing it with a 5 foot concrete side walk would be an improvement. On the subject of the side walk, it is not clear to me why you are talking about a 5 foot sidewalk instead of the existing 3 foot sidewalks.

I have no opinion on the parking lanes vs the double wide driveway aprons. Although I currently take advantage of the parking lane to get out of my driveway, I live on the corner of Springfield Village Drive. Most of my guests that are intimidated by Rolling Road take advantage of the option to park on Springfield Village Drive. It is my intent to try to get my driveway redirected to Springfield Village Drive when the acquisition phase begins, giving me the option of using Greeley Boulevard to get to Old Keene Mill Road.

Bob Havey

6907 Rolling Road

Miller, Douglas C.

From:

Sent:

To:

Subject:

Thomas.M.Hayes@uscg.mil on behalf of Hayes, Thomas [Thomas.M.Hayes@uscg.mil]  
Tuesday, June 10, 2008 7:59 AM  
NOVA Meeting Comments  
Rolling Road Improvements

Dear VDOT - Let's seize the opportunity to make Rolling Road more bike friendly during the construction project for the piece from Old Keene Mill to the Parkway. This narrow stretch really needs a dedicated bike facility to make it safe. Recent fuel price increases are likely to remain with us, and making this stretch of road accessible to cyclists will help relieve congestion. Thanks. Tom Hayes 10014 Raeburn Court, Fairfax, VA 22032



COMMENT SHEET  
VIRGINIA DEPARTMENT OF TRANSPORTATION  
DESIGN PUBLIC HEARING

Meeting Date and Time:  
Thursday, June 12, 2008  
5:00 pm. - 8:00 pm.  
(Presentation at 6:00)

Meeting Location:  
West Springfield High School  
6100 Rolling Road  
Springfield, VA

This comment sheet will become part of the public record for this project.

NAME

(OPTIONAL): NGOC HUYNH  
(PLEASE PRINT)

ADDRESS: 6110 ROLLING RD SPRINGFIELD VA ZIP: 22152

1. Please provide us with any additional information that you believe will assist VDOT in developing the final design of this project:  
ELIMINATE ON-STREET PARKING. MOVE THE CURVE SIX MORE FEET AWAY FROM THE HOUSE. NARROW THE TRAIL DOWN TO 5 FEET TO BE SYMMETRICAL WITH THE OTHER SIDE.

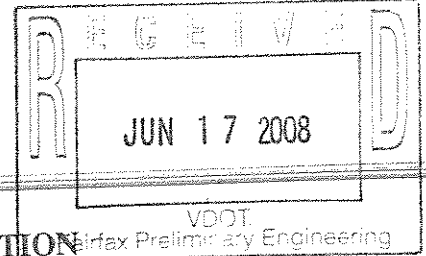
2. Do you support the inclusion of on-street parking with this project? Yes ☐ No ☒  
Do you live in a home that will have on-street parking in front of it? Yes ☒ No ☐  
(AS CURRENT DESIGN SHOWN)

3. Do you think the design of this project will meet the needs of motorists, pedestrians, bicyclists, and other users of the facility? Yes ☐ No ☒  
If no, what other features would you like to see incorporated into the design?  
CURRENT DESIGN DOES NOT ALLOW MY KIDS TO PLAY IN THE FRONT YARD. IT TAKES AWAY MY PARKING SPACE IN THE DRIVE WAY. STREET WALKERS WILL BE CLOSER TO MY LIVING ROOM THAN BEFORE.

4. Do you support the design of the project as presented here tonight?  
a. Yes ☐ Yes, with the modifications listed: \_\_\_\_\_

b. No ☒ If no, why not? I LIKE TO SEE THE PROJECT TO BE CANCELLED. BECAUSE THE CURRENT DESIGN TAKES AWAY ONE PARKING SPACE FROM MY DRIVE WAY, WHICH WILL FORCE ME TO PARK ON THE STREET. IT CREATES DANGER TO MY FAMILY FROM GETTING IN AND OUT OF THE HOUSE.

Please leave this comment sheet at the designated location, or mail your comments WITHIN 10 DAYS (postmarked by June 22, 2008) to the addressee on the reverse side.



COMMENT SHEET  
VIRGINIA DEPARTMENT OF TRANSPORTATION  
DESIGN PUBLIC HEARING

Meeting Date and Time:  
Thursday, June 12, 2008  
5:00 pm. - 8:00 pm.  
(Presentation at 6:00)

Meeting Location:  
West Springfield High School  
6100 Rolling Road  
Springfield, VA

This comment sheet will become part of the public record for this project.

NAME

(OPTIONAL): CHARLES / MARY HUGHES  
(PLEASE PRINT)

ADDRESS: 8106 SHERBLOOKE CT, Spfld. VA. ZIP: 22152

1. Please provide us with any additional information that you believe will assist VDOT in developing the final design of this project:

2. Do you support the inclusion of on-street parking with this project? Yes ☐ No ☐  
Do you live in a home that will have on-street parking in front of it? Yes ☐ No ☐

3. Do you think the design of this project will meet the needs of motorists, pedestrians, bicyclists, and other users of the facility? Yes ☐ No ☐  
If no, what other features would you like to see incorporated into the design?

4. Do you support the design of the project as presented here tonight?  
a. Yes ☐ Yes, with the modifications listed: \_\_\_\_\_

b. No ☒ If no, why not?

*Traffic projections assume fairfax growth for which there is no more open land in this part of the county. Belvoir expansion onto parkway and back into RR. and does not require use of Rolling Rd. Rolling plan is far too expensive and*

Please leave this comment sheet at the designated location, or mail your comments WITHIN 10 DAYS (postmarked by June 22, 2008) to the addressee on the reverse side.

State Project: 0638-029-156, P104, R204, C504  
Federal Project: STP-5401(691) UPC: 5559

*Destructive of people's property values without real public benefit. Rep*





**COMMENT SHEET**  
**VIRGINIA DEPARTMENT OF TRANSPORTATION**  
**DESIGN PUBLIC HEARING**

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Thursday, June 12, 2008  
5:00 pm. – 8:00 pm.  
(Presentation at 6:00)

Meeting Location:  
West Springfield High School  
6100 Rolling Road  
Springfield, VA

This comment sheet will become part of the public record for this project.

NAME

(OPTIONAL): PETER JONNEY  
(PLEASE PRINT)

ADDRESS: 7830 PAINTED DAISY DR, SPRINGFIELD, VA ZIP: 22152

1. Please provide us with any additional information that you believe will assist VDOT in developing the final design of this project:

The sooner it's built the better. The current road is  
a safety issue. There are many of us that need to use  
the road who don't live on it.

2. Do you support the inclusion of on-street parking with this project? Yes ☒ No ☐  
Do you live in a home that will have on-street parking in front of it? Yes ☐ No ☒

3. Do you think the design of this project will meet the needs of motorists, pedestrians, bicyclists, and other users of the facility? Yes ☒ No ☐  
If no, what other features would you like to see incorporated into the design?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

4. Do you support the design of the project as presented here tonight?  
a. Yes ☒ Yes, with the modifications listed: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
b. No ☐ If no, why not?  
\_\_\_\_\_  
\_\_\_\_\_

Please leave this comment sheet at the designated location, or mail your comments **WITHIN 10 DAYS** (postmarked by June 22, 2008) to the addressee on the reverse side.

Miller, Douglas C.

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From: Bruce A. Johnson [mailto:bjohnson@topdog.com]  
Sent: Wednesday, June 18, 2008 11:30 PM  
To: NOVA Meeting Comments; Pat Herrity; Gerry Connolly  
Cc: Washington Area Bicyclists Association; John Foust  
Subject: Rolling Road Widening

Dear Sir or Madame:

I am writing to request the inclusion of on-road bicycle facilities -- either a wider right lane or bicycle lanes identical to those on Dranesville Rd. north of Herndon -- in the Rolling Road widening project that is being considered.

I have more than 40 years of experience cycling for transportation and pleasure and have logged well over 50,000 miles, most of them on Washington-area roads, since I moved to this area 25 years ago, and I have served on the board of the Potomac Pedalers Touring Club, one of the largest local bicycling clubs in the country. I know a thing or two about bicycle safety and about what things impede people from bicycling for transportation purposes.

Rolling Road is a major artery and a critical link for thousands of Northern Virginia residents. Some of these people might be convinced to get out of their cars and bicycle to work or for shopping and errands, but not if Rolling Road is designed in a way that makes them feel unsafe.

Some people will argue that parallel sidepaths and sidewalks are adequate for bicyclists; however, they are more dangerous because the cyclist must cross every intersecting road or driveway as a pedestrian -- a situation in which he has legal right-of-way but no rights in practice -- and because sidepaths encourage riding against traffic, which is exceedingly dangerous whether one is on the road or on the sidepath.

Fairfax County, and the rest of Virginia as well, should include the needs of cyclists in the design of all roadways as a matter of practice.

There should be no need for cyclists to write and request on-road bicycle facilities for each individual road projects, any more than it should be necessary for motorists to write to request lanes of adequate width.

Thank you for considering my opinion. If you have any questions, you are welcome to call me at my office during normal business hours, Monday-Friday.

--

Bruce A. Johnson  
833 Moffett Forge Rd.  
Herndon, Virginia 20170  
703-742-8054 (h)  
703-633-7320 (o)

Miller, Douglas C.

From: Lisa Kahn (lkanevada@comcast.net)  
Sent: Sunday, June 22, 2008 11:22 PM  
To: NOVA Meeting Comments  
Cc: Misaghian, Hamid R., P.E.; DelDAIbo@house.state.va.us  
Subject: Rolling Road Widening

Please rethink the decision to widen Rolling Road between Old Keene Mill Road and the Fairfax County Parkway. There is absolutely no benefit to the residents who live on or off this section of Rolling Road and it will only serve to attract MORE commuters, not reduce congestion as you have suggested.

Besides, to widen Rolling Road between Old Keene Mill and the Parkway only to have Rolling Road narrow back down to one lane right at the entrance to the EPG will not benefit anyone - commuters or residents.

I understand this project has been on the books for a number of years but that does not mean its still a practical use of transportation funds.

Thank you.

Lisa Kahn

7108 Rolling Forest Avenue

Winter Forest Subdivision

Miller, Douglas C.

---

From: ~~Paula Kane~~ Kane  
Sent: Saturday, May 17, 2008 11:43 PM  
To: NOVA Meeting Comments  
Subject: rolling road fairfax cty PH comment

Mr. Miller

I am a frequent commuter of the Rolling Road corridor and have been for years. Although any project like this will inconvenience many people, the overall final product will more than make up for it.

I'm a supporter of the proposed project to widen Rolling Road from Keene Mill Rd to the Fairfax Cty. Parkway.

Paula Kane, Burke resident

Miller, Douglas C.

---

**From:** Jorge Kulionis [mailto:kulionis@comcast.net]  
**Sent:** Monday, June 09, 2008 6:26 PM  
**To:** NOVA Meeting Comments  
**Cc:** springfield@fairfaxcounty.gov; chairman@fairfaxcounty.gov  
**Subject:** Rolling Road Widening

Dear Sirs

Please, support on-road bike facilities on the widening of Rolling Road

Sincerely

Jorge Kulionis

**From:** Philip Latasa (phil@accotink.org)  
**Sent:** Tuesday, June 17, 2008 7:49 PM  
**To:** NOVA Meeting Comments  
**Cc:** Duane Murphy  
**Subject:** Rolling Road Widening Project

**Rolling Road Widening Project, VDOT Public Meeting, 12 June, 2008**

We are the Friends of Accotink Creek ([www.accotink.org](http://www.accotink.org)), a group of neighbors concerned about the well being of our local watershed.

Our suggestions:

Environmental review has determined no negative impact, but why not have a positive impact? Maximizing stormwater detention and infiltration may be the best way to have a positive impact.

A depressed median, rather than raised, could provide additional stormwater detention and infiltration.

Potential stormwater management pond on Springfield Country Club, rather than being a dry pond, could be a vegetated wet pond designed for maximum infiltration.

Provide the highest current standard of stormwater treatment for all runoff from this roadway, not just for increased runoff.

Many highway interchanges offer the potential for stormwater treatment ponds. The Rolling Road/7100 interchange might be such a location, if additional stormwater treatment is needed.

The access lane to the stormwater management pond could be permeable. Permeable pavements, even grass pavers, are well suited to little-used hard surfaces.

would provide esthetic and filtration benefits.

Wooded areas cleared should be replaced acre for acre, perhaps in the Rolling Road/7100 interchange or in the stormwater management pond.

The issues concerning inability to place sound walls at all desired locations may in some cases be addressed by preserving or planting large trees.

Yours,

**Philip Latasa**

[steward@accotink.org](mailto:steward@accotink.org)

><(((^>`.,.,~`.,.><(((^>.,~`.,.><(((^>

"Find just one other person who cares."

><(((^>`.,.,~`.,.><(((^>.,~`.,.><(((^>

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See Exclusive Videos: [10th Annual Young Hollywood Awards](#)

Miller, Douglas C.

From: THOMAS LEDVINA [mailto:ledvina@nova.com]  
Sent: Saturday, June 14, 2008 10:28 PM  
To: NOVA Meeting Comments  
Subject: Rolling Road Widening

Thomas N. Ledvina

6905 Brisbane St.

Springfield, Virginia 22152-3410

June 14, 2008

Re: Rolling Road Widening Project

Dear Sir or Madam:

I am a homeowner in the very near vicinity of the project, living less than 200 feet from Rolling Road. I attended the design public hearing for the project and have several concerns about the current design.

I understand the need to improve the road infrastructure in this part of the county. Rolling Road is already nearly overwhelmed during rush hours and the addition of commuter traffic to and from the facilities added by BRAC at Fort Belvoir will certainly make a bad situation worse. That said, the designs offered so far appear to take a short-sighted approach that may help traffic in the short run but will change the nature of residential neighborhoods that surround it and be very costly in the long term. Currently the frontage on Rolling Road consists of traditional homes on suburban lots and several stretches of trees. The speed limit is an appropriate 30 mph. over most of the project area. The road is consistent with the suburban residential neighborhoods on either side.

The proposed project would change much of that. It appears it will take substantial portions of the yards on existing homes and most of the trees in the vicinity of Greeley Boulevard and further north. The design will attempt to pack a tremendous number of things (4 lanes, divider, sidewalk, path, etc.) into a very small right of way. This will result in putting many of the existing residences much closer to Rolling Road and, if they are not buried, moving the existing power/telephone/cable utilities into front yards. This will likely make the homes fronting on Rolling Road much less desirable. With the heavy traffic on Rolling Road and the impacts on the yards, the project will create what amounts to a blighted corridor through the middle of the existing neighborhoods. The design also provides almost no realistic way for residents of neighborhoods on either side of Rolling Road to cross the closest travel lanes to turn onto Rolling Road. This is especially true for the neighborhoods east of Rolling Road who want to turn south. The new light at Barnack provides no help and crossing two travel lanes will be dangerous. Rolling Road will be changed like a stream that is "channelized" by placing it in a concrete culvert. The traffic capacity may be increased, but any beauty or sense of connection with the surrounding environment is lost. The result will be decreases property values for the hundreds of homes in adjoining neighborhoods and loss of tax revenue.

Given the likely impacts to homes on Rolling Road itself, a majority of the homeowners may be willing sell their entire property rather than having part of it condemned. VDOT should explore a design that features a wider right of way, obtained by purchasing homes on one side of Rolling Road. This will



prevent putting a heavily traveled street in close proximity to homes, could permit incorporating more trees as natural sound breaks, and would retain a more open, residential appearance. While admittedly this will increase the price of the project, the protection of property values and tax revenues from the surrounding neighborhoods should repay the investment.

It is also critical that the project design include burying the existing pole-mounted utilities, which are dangerous and an eyesore. If these utilities are relocated into front yards, they will further contribute to giving Rolling Road the appearance of an urban street and will be out of character with the surrounding residential neighborhoods.

Finally, the project should include adding a traffic light to allow residents from the adjacent neighborhoods east of Rolling Road to cross traffic lanes to turn south on Rolling Road. A light at Bellamy would provide this capability.

Sincerely,

//s//

**From:** Walter Lin [mailto:walter2004@yahoo.com]  
**Sent:** Thursday, May 22, 2008 7:49 AM  
**To:** NOVA Meeting Comments  
**Cc:** springfield@fairfaxcounty.gov; DelDAIbo@house.state.va.us  
**Subject:** Rolling Road Public Meeting

To whom it may concern:

I am a member of the Civic Association for West Springfield Village and live on Ontario Street. The widening proposal for Rolling Road is of great concern to my family and my neighbors. I appreciate the fact that VDOT and some political leaders will attend the May 22nd and June 12th public meetings. Thank you. I do not know what your agenda for those meetings will be, but I have heard that you will show the engineering plans. I unfortunately will not be able to attend the June 12th meeting, but will on May 22nd. I hope you will be able to provide answers to the questions I pose in this email as I'm sure it has already been considered as part of the project planning process. I think it would be beneficial for the public to understand some of the answers.

1. What is the status of the project in terms of funding, decision making, and time line? Which political leaders support and don't support this project?
2. How much time will 4 lanes reduce the bottleneck of traffic that you project? One thing I hope you and our political leaders understand is that traffic is only about 8 hours a day for 5 days a week. This project, if fulfilled, will have a permanent impact on local residents 24 hours a day; 7 days a week. I think the public needs to fully understand the cost-benefit analysis of this whole project.
3. I have seen several traffic volume projections. Those figures, in the tens of thousands, do not automatically resonate with the layman. It would be helpful for you to translate those figures into meaningful terms to citizens who are not in your profession.
4. Of the traffic volume figures that I have seen, it shows an increase in volume after widening compared to not widening. It sounds like this project will only invite more traffic. Please explain. I may be misinterpreting the statistics.
5. What is the growth rate used in your projections and is it consistent with other rates used by others? Is it consistent with historical trends in this area?
6. How long will the widening from start to finish take? If not long, why not move this project closer to a more critical time in the future. The traffic volume projections I have seen go from 2005 to 2012 and then 19 years out to 2031. I think decisions need to be made much closer. There seems to be too much speculation and uncertainty involved in the decision making process to far in advance.
7. I've heard many times that the mission of VDOT is to move traffic, but my opinion is that traffic needs to be channeled onto more appropriate routes. Widening the route that travels through my neighborhood only directs more traffic into my neighborhood. The intent of the Fairfax County Parkway was to take the brunt of the traffic, correct? The Parkway is a high speed route for a reason regardless of congestion. It needs to take on the traffic it was intended for.
8. How does VDOT and our political leaders intend to mitigate the risk of accidents to pedestrians and residents? Myself, school children, and neighbors cross Rolling Road on a daily basis. I have seen accidents where cars do not stay confined to the roadway. Even police cars do not respect pedestrians or cross walks that give the right of way to pedestrians. How do you expect this to occur after the widening? What is the historical rate of accidents on Rolling Road and how is that projected to grow with and without the widening?
9. Lately, I have heard rumors about the status of funding for different parts of Rolling Road and the Parkway related to BRAC. I know you all are trying to efficiently spend our tax dollars, but I am extremely disappointed in the recent patchwork done on Rolling Road. I assume that this temporary fix was selected because you expect the widening to occur soon. Given the uncertainty of the future

responsibly spend our tax dollars on roads. Are the same people making these decisions also making decisions on the outcome of Rolling Road? The public deserves more accountability by all involved. I hope everyone is carefully considering the consequences of what is proposed, and not succumbing to scare tactics on an uncertain future to justify this project.

My apologies for such a long email, but these are questions in my mind, which I believe I am not alone. I look forward to tonights meeting at Rolling Valley Elementary and I hope you and our political leaders keep the public adequately informed. Thank you for your time.

Walter Lin



**COMMENT SHEET**  
**VIRGINIA DEPARTMENT OF TRANSPORTATION**  
**DESIGN PUBLIC HEARING**

Meeting Date and Time:  
Thursday, June 12, 2008  
5:00 pm. – 8:00 pm.  
(Presentation at 6:00)

Meeting Location:  
West Springfield High School  
6100 Rolling Road  
Springfield, VA

This comment sheet will become part of the public record for this project.

NAME

(OPTIONAL): JUANITA L. Lound

(PLEASE PRINT)

ADDRESS: 6800 ROLLING ROAD SPRINGFIELD VA ZIP: 22152

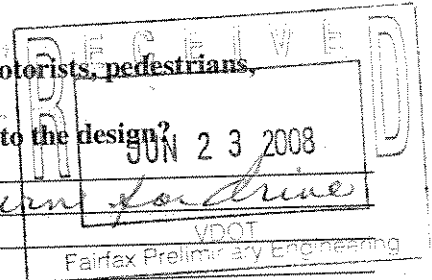
1. Please provide us with any additional information that you believe will assist VDOT in developing the final design of this project:

no Bike lane no street parking

2. Do you support the inclusion of on-street parking with this project? Yes ☐ No ☒  
Do you live in a home that will have on-street parking in front of it? Yes ☒ No ☐

3. Do you think the design of this project will meet the needs of motorists, pedestrians, bicyclists, and other users of the facility? Yes ☐ No ☒  
If no, what other features would you like to see incorporated into the design?

Side walk and Double turn for drive way and no Bike lane



4. Do you support the design of the project as presented here tonight?

a. Yes ☐ Yes, with the modifications listed: people live here

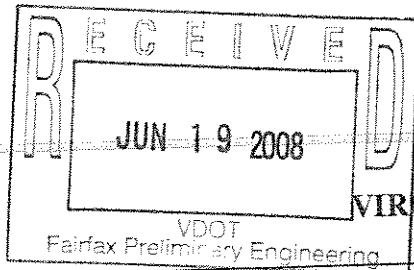
Walk and there are only one or 2 Bikes a month.

b. No ☐ If no, why not?

I was unable to be at the meeting.

Please leave this comment sheet at the designated location, or mail your comments WITHIN 10 DAYS (postmarked by June 22, 2008) to the addressee on the reverse side.

State Project: 0638-029-156, P104, R204, C504  
Federal Project: STP-5401(691) UPC: 5559



COMMENT SHEET  
VIRGINIA DEPARTMENT OF TRANSPORTATION  
DESIGN PUBLIC HEARING

Meeting Date and Time:  
Thursday, June 12, 2008  
5:00 pm. - 8:00 pm.  
(Presentation at 6:00)

Meeting Location:  
West Springfield High School  
6100 Rolling Road  
Springfield, VA

This comment sheet will become part of the public record for this project.

NAME  
(OPTIONAL):

LENNART E. LUNDBERG

(PLEASE PRINT)

ADDRESS:

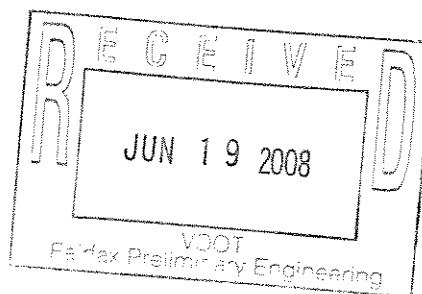
8211 SMITHFIELD AVE, SPRINGFIELD, VA ZIP: 22152

1. Please provide us with any additional information that you believe will assist VDOT in developing the final design of this project:  
*I think it's possible to construct the road without taking a temporary easement and removing the trees within it. and so we need a walkway on both sides of Rolling Road. Many the streets don't have this.*
2. Do you support the inclusion of on-street parking with this project? Yes ☐ No ☒  
Do you live in a home that will have on-street parking in front of it? Yes ☐ No ☒
3. Do you think the design of this project will meet the needs of motorists, pedestrians, bicyclists, and other users of the facility? Yes ☐ No ☒  
If no, what other features would you like to see incorporated into the design?  
*Two left turn lanes northbound at Old Keene Mill Road. One lane and enough now.*
4. Do you support the design of the project as presented here tonight?  
a. Yes ☐ Yes, with the modifications listed: \_\_\_\_\_  
b. No ☒ If no, why not?  
*See #3 above. Also I think a greater effort should be made to minimize tree removal.*

Please leave this comment sheet at the designated location, or mail your comments WITHIN 10 DAYS (postmarked by June 22, 2008) to the addressee on the reverse side.

State Project: 0638-029-156, P104, R204, C504  
Federal Project: STP-5401(691) UPC: 5559

Attachment  
ROLLING ROAD PROJECT  
VDOT Project #0638-029-156, PE-104,  
RW-104, C504



6710 Rolling Road  
Springfield, VA 22152  
June 16, 2008

Question #1

Comments:

- I suggest the design to reduce the proposed R/W limit on the property. The existing frontage has been experiencing littering of shattering glass bottles and other debris on the property from passerby already. A decrease in property frontage would be a tremendous hardship and danger for residents.
- I suggest the plan should eliminate the on-street parking. This plan shows the reduction of existing residents' driveway causing their vehicles to be parked along the street is impractical. Parking along busy street is dangerous to begin with; forcing residents to keep their vehicles along the street is dangerous and inconvenience during snow season. Plan needs to revise to provide frontage in such a manner that vehicles and be kept within the driveway as well as be able to have a turnaround within the properties.
- I suggest replacing the 8' asphalt trail to 5' sidewalk, same as sidewalk on the north side of Rolling Road. This is not a parkway; should keep it in a residential appearance with sidewalk, not a trail.

Question #2:

Comments: NO, see comments to question #1.

Existing driveway is in hardship already, shorten the driveway would be worst.

Question #3:

Comments:

- I see this design would cause a tremendous hardship and danger for the residents along Rolling Road. This layout would distract new residents to the area because of the limited frontage and the road is too close to the house.
- I see this plan would not make a big difference with motorists using this portion of a 1.4 miles road. Currently I don't see any congestion problem for motorists. There are no known additional development in the area that would add major congestion. However, wider road would attract more and bigger commercial traffic, and that would cause congestion for residents.
- I would like to see road alignment in such a way that would have motorists reduce their speed through this section. Residents have Elementary School right off of Rolling Road; where kids and parents use this road for access to school. Project should treat this section as School/Residential zone.

Question #4:

Comments:

- I do not support this project or the design! I reside at the center of the project and see that there is no need for this massive design. My experience through the 13 years in this area, I see no current congestion within this 1.4 miles road strip. Majority of traffic is during school year only. And with that, the traffic is a flowing-traffic throughout the peak time between 7:00am to 9:00am and 5:00 to 7:00; no back-up traffic exists more than approximately 3 minutes. Summertime is pretty quiet.
- I believe million of dollars for a 1.4 miles road improvements would not improve much. This project is projected for the use of future expansion of Fort Belvoir only. I suggest the project should wait until this expansion exists and see the amount of traffic volume it effects this portion of Rolling Road, and do the traffic study again. Do you know how many of those future employees will be using this portion of Rolling Road? Are we not trying to promote the reduction of ozone pollution by reducing traffic with suggestions of carpools and metro riding???
- I don't believe the future Fort Belvoir expansion would tremendously increase the traffic volume that would cause congestion on this portion of a road. Therefore, I would like this project TO CANCEL or the project provides a better layout that would benefit or meets the needs of current residents; not resulting in greater hardship for existing and future residents.

Miller, Douglas C.

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**From:** Peter Magnuson [pmagnuson@autonline.org]  
**Sent:** Thursday, June 12, 2008 9:02 AM  
**To:** NOVA Meeting Comments  
**Cc:** springfield@fairfaxcounty.gov; chairman@fairfaxcounty.gov  
**Subject:** Rolling Road Widening

Hello:

As an avid cyclist, I feel lucky to call Fairfax County my home. There are a number of great places to ride and a number of wonderful facilities. However, there are still many areas within the County that could benefit from a more bike-friendly approach. As work begins on widening Rolling Road, I would hope that the needs and interests of cyclists are taken into account and adequate lanes/spaces are included for this activity.

As the price of gasoline has gone up, I have seen more and more cyclists on the road. And in some cases, it has been in some dangerous areas because of lack of adequate space. I urge the Fairfax County Board, with this widening project, to take cycling activities into account and ensure that adequate space is made available. There have been some great examples of this recently (expansion of the road in front of Burke Lake that includes a bike/exercise lane) and I hope it continues.

Thank you for your time and effort and I look forward to riding on the new expansion.

Sincerely,

-Pete

Fairfax County resident

Peter Magnuson

Senior Director, Programs and Communications

Association for Career and Technical Education

1410 King Street

Alexandria, VA 22314

703-683-9341

703-683-7424 (fax)

Miller, Douglas C.

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From: Joan Mahal [mailto:joan.mahal@nova.edu]  
Sent: Wednesday, June 11, 2008 11:43 AM  
To: NOVA Meeting Comments  
Subject: Rolling Road Widening

As a 40 year resident of Burke I am commenting on the widening project for Rolling Road. The two lane portion from Old Keene Mill to the Springfield Parkway has been a periodic area of concern in my travels. The volume of traffic is a challenge to funneling two lanes of cars into one. The visibility around the curving road is a further concern in traveling and coming up to suddenly stopped cars attempting to make left turns. I also see danger in the school traffic attempting to turn onto Rolling Road.

In the past years my friends who live off this section of the road have highlighted the dangers of entering as well as turning off the road.

I enjoy bicycling in the area and having a bike/hiking/walking option would **GREATLY** open my options to *safely* traveling on this stretch of road.

Thank you for your attention to my comments.  
Joan Mahal, 9022 Brook Ford Rd. Burke, 22015



Miller, Douglas C.

From: ~~manguala@aol.com~~ Mangual  
Sent: Sunday, June 22, 2008 10:52 PM  
To: NOVA Meeting Comments  
Cc: Franz, Monica R.; DaveAlbo@aol.com; ~~hewey@dlwed.com~~; ~~manguala@aol.com~~  
Subject: Rolling Road Widening Project

Fairfax County Board of Supervisors,

My name is Angel L. Mangual, property owner of 8121 Smithfield Avenue, Springfield, Virginia, 22152.

My family and I are opposed to the widening of Rolling Road (State Project 0638-029-156, PE 104, RW-204, C-504) for the following reasons:

1. Other County roads have greater traffic problems. i.e. Southern portion of Rolling Road near Saratoga; Prosperity Avenue. Tax dollars can be better spent on areas in greater need, or near communities that desire a wider Rolling Road.
2. The \$30 million cost for widening Rolling Road can be better spent on widening Pohick Road from the Fairfax County Parkway and to the newly expanded Route 1, Richmond Highway.
3. A wider Rolling Road will increase driver speeds (estimated to exceed 45 MHP) regardless of posted speed limit signs. This will increase danger to West Springfield families that reside within the proposed project limits.
4. The "possible forthcoming changes" at the Engineer Proving Grounds (EPG) have not been clearly defined, consequently the impact on Rolling Road is not known. The National Geospatial-Intelligence Agency which is scheduled to move into the EPG is a 24-hour, 7-days a week type of organization. Personnel will be working around the clock, thus creating traffic hazards throughout the day and night.
5. Noise from traffic already a nuisance, will increase dramatically. As per conversation with Ms. Monica Franz, VDOT, Noise Abatement Design Engineer, at the public hearing on 12 June 2008, although noise barriers are being considered, they will not be erected. I felt there was a "bait and

view, clearly knowing that walls will not be erected. Also, the briefing mentioned the walls were being considered, although the planners know the decision was already made. If noise abatement walls are not going to be erected, what assistance is going to be provided to the homeowners whose property backs Rolling Road?

6. Values of homes located along the project path already decreased by the sluggish economy will be devastated with the expansion of Rolling Road.

7. If the project is to proceed, please consider minimizing the footprint of the road and the impact to homeowners' properties, by eliminating the bicycle path and narrowing the center medians. At the briefing it was stated that one percent of personnel would utilize the path. One percent of how many? Does this one percent justify the need to take property from homeowners for a bicycle path that may or may not be used consistently?

8. Finally, as I viewed the blueprints and located my property, it showed what the right of way would be during construction, but no one at the tables could provide me a clear answer as to where the property line would be after construction. Again I felt, a "bait and switch" was taking place. At the briefing it was mentioned these plans were going forward for approval with some minor changes. Please keep in mind, a minor change for them could be a drastic change for the homeowner affected.

Again, my family and I would like to state that we are opposed to the widening of Rolling Road. If you have any questions, please let me know.

V/r

Angel L. Mangual

(703)569-5335



COMMENT SHEET  
VIRGINIA DEPARTMENT OF TRANSPORTATION  
DESIGN PUBLIC HEARING

Meeting Date and Time:  
Thursday, June 12, 2008  
5:00 pm. - 8:00 pm.  
(Presentation at 6:00)

Meeting Location:  
West Springfield High School  
6100 Rolling Road  
Springfield, VA

This comment sheet will become part of the public record for this project.

NAME

(OPTIONAL): ANGEL L. MANGUAL  
(PLEASE PRINT)

ADDRESS: 8121 Smithfield Ave ZIP: 22152

1. Please provide us with any additional information that you believe will assist VDOT in developing the final design of this project:  
Minimize take over of land, Ensure concrete sound walls are erected, if not purchase sound proof windows for impacted home owners  
Traffic needs to be monitored 24x7. Semi & Fire trucks are constantly going by late at night
2. Do you support the inclusion of on-street parking with this project? Yes ☐ No ☒  
Do you live in a home that will have on-street parking in front of it? Yes ☐ No ☒
3. Do you think the design of this project will meet the needs of motorists, pedestrians, bicyclists, and other users of the facility? Yes ☐ No ☐  
If no, what other features would you like to see incorporated into the design?  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
4. Do you support the design of the project as presented here tonight?  
a. Yes ☐ Yes, with the modifications listed: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
b. No ☒ If no, why not?  
Noise Abatement Walls ~~have~~ will not be built  
according to Monica Franz, Not cost effective

Please leave this comment sheet at the designated location, or mail your comments WITHIN 10 DAYS (postmarked by June 22, 2008) to the addressee on the reverse side.

State Project: 0638-029-156, P104, R204, C504  
Federal Project: STP-5401(691) UPC: 5559

If the plans are still be worked, than why has a decision been made.



COMMENT SHEET  
VIRGINIA DEPARTMENT OF TRANSPORTATION  
DESIGN PUBLIC HEARING

Meeting Date and Time:  
Thursday, June 12, 2008  
5:00 pm. - 8:00 pm.  
(Presentation at 6:00)

Meeting Location:  
West Springfield High School  
6100 Rolling Road  
Springfield, VA

This comment sheet will become part of the public record for this project.

NAME

(OPTIONAL): Jeff Mankie  
(PLEASE PRINT)

ADDRESS: 1531 Colonial Dr. #102, Woodbridge, VA ZIP: 22192

1. Please provide us with any additional information that you believe will assist VDOT in developing the final design of this project:

It's encouraging to see a trail as part of the design for bicyclists, if they choose to use it. If one doesn't already exist on the four lane stretches already built, it would be beneficial to have a trail along the entire Rolling Rd.

2. Do you support the inclusion of on-street parking with this project? Yes ☒ No ☐  
Do you live in a home that will have on-street parking in front of it? Yes ☐ No ☒

3. Do you think the design of this project will meet the needs of motorists, pedestrians, bicyclists, and other users of the facility? Yes ☒ No ☐  
If no, what other features would you like to see incorporated into the design?

4. Do you support the design of the project as presented here tonight?

a. Yes ☒ Yes, with the modifications listed: Ensure a trail is along all of Rolling Rd from Braddock Rd to the parkway  
b. No ☐ If no, why not?

Please leave this comment sheet at the designated location, or mail your comments WITHIN 10 DAYS (postmarked by June 22, 2008) to the addressee on the reverse side.

State Project: 0638-029-156, P104, R204, C504  
Federal Project: STP-5401(691) UPC: 5559

Miller, Douglas C.

From: nita.matheson@faa.gov  
Sent: Monday, May 19, 2008 9:40 AM  
To: NOVA Meeting Comments  
Subject: Fw: Bus Stop @ Barnack & Rolling Road

----- Forwarded by Nita Matheson/AWA/FAA on 05/19/2008 09:28 AM -----

Nita  
Matheson/AWA/FAA  
AJW-281,  
Operational  
Services Team

To

cc

Subject

05/16/2008 11:20  
AM

Bus Stop @ Barnack & Rolling Road

To Whom it May Concern:

This is to inform you that the Bus Stop Sign located @ Barnack and Rolling Road was transferred several feet away from where it used to be after the Stop Lights were installed.

Our neighborhood appreciate what the county did in installing the lights and transfer the metro bus stop, but there's a safety issue regarding the new bus stop. There is no space similar to a sidewalk where you can walk safely once you get off the bus and walk towards Greeley Blvd. The little space there is is not cleared and you're scared you will fall down and will be hit by a car. When you transferred the bus stop, you should have thought as if you were the commuter or bus rider.

The part of Rolling Rd from Bellamy and Old Keene Mill Road is not a walker or biker friendly. There are people in the neighborhood who would love to walk or ride their bikes along Rolling Rd and go to the shopping plaza and have coffee at Starbucks. There's no way that you can walk or ride the bike safely without being hit by a car or bitten by poisonous snakes hiding on those brushes or have poison ivy.

When you do a certain project for the community, please take into consideration how it may affect the people who will use it. Not all people in the neighborhood ride cars. There are so many people who love to exercise by walking or ride bikes in the neighborhood. Please always think of the beneficial and safety issues that will affect the community.

It's useless to have the metro bus stop near Greeley Blvd and we don't use it. We have to stop at Bellamy and walk a mile to our houses when it should have been only a quarter of a mile to our houses.

Suggestion: in order for us to use the new bus stop, you guys should clear the area from twigs, brushes and other weeds that it's safe for us to walk towards Greeley Blvd.

Thanks for your attention.

Miller, Douglas C.

**From:** ~~Phyllis Meyen~~ *meyen*  
**Sent:** Sunday, June 22, 2008 6:54 PM  
**To:** Miller, Douglas C.  
**Cc:** springfield@fairfaxcounty.gov; del-albo@house.state.va.us  
**Subject:** Rolling Road widening project

Douglas C. Miller  
Program Manager, VDOT

Mr. Miller:

As an owner/resident of Rhygate, I am sure that you are now aware of the concerns our neighborhood has in regard to the subject project. Rhygate has struggled for nearly forty years to maintain the integrity of its design, grounds and streets and now fears that its efforts will be insufficient to protect from the effects of the project.

Our main concerns:

- Safety entering and exiting Rhygate and the necessity for a turn lane on Rolling Road in each direction.
- Noise, soil and privacy due to loss of the berm between Rhygate and Rolling Road. A substantial wall will be necessary to mitigate traffic noise and soil and prevent intrusion of strangers into the neighborhood.
- Elevation and grade changes at the entrance. Radical changes at the entrance will add to the hazards already experienced during egress and ingress.
- Underground utilities for safety and reliability. Downed trees during recent storms have caused lengthy traffic blockage and power outages.
- Drainage. Storm water runoff and the proposed water retention pond will impact nearby properties.

Any assurance or advice you can give to ease Rhygate's concerns will be greatly appreciated.

Phyllis Meyen  
6403 Eastleigh Court  
Springfield, VA 22152

---

Gas prices getting you down? Search AOL Autos for fuel-efficient used cars.

Miller, Douglas C.

---

**From:** Kathleen Mosby [mailto:kathleenmosby@verizon.net]  
**Sent:** Sunday, June 08, 2008 1:24 PM  
**To:** NOVA Meeting Comments  
**Cc:** John Cooley  
**Subject:** Rolling Road Widening Project

Dear Sir or Madam

As a current resident (AND long-time resident) of the West Springfield Village community, I want to make some comments regarding my views about the Rolling Road Widening Project:

- I am in favor of maintaining the speed limit at 30 MPH

- I think it might be a good idea to have a second traffic light on the southern portion of Rolling Road (south of the existing light) to further control north-bound, rush-hour traffic

Sincerely,

Kathleen D. Mosby, Ph.D.  
6919 Vancouver Road  
Springfield, VA 22152



**COMMENT SHEET**  
**VIRGINIA DEPARTMENT OF TRANSPORTATION**  
**DESIGN PUBLIC HEARING**

Meeting Date and Time:  
Thursday, June 12, 2008  
5:00 pm. – 8:00 pm.  
(Presentation at 6:00)

Meeting Location:  
West Springfield High School  
6100 Rolling Road  
Springfield, VA

This comment sheet will become part of the public record for this project.

NAME  
(OPTIONAL):

Karen Mussomele  
(PLEASE PRINT)

ADDRESS:

6513 Greenvue La

ZIP: 22152

1. Please provide us with any additional information that you believe will assist VDOT in developing the final design of this project:

We need sound barriers! For the past  
15 years - when we are in our yard (backyard)  
we must shout at each other

2. Do you support the inclusion of on-street parking with this project? Yes ☒ No ☐  
Do you live in a home that will have on-street parking in front of it? Yes ☐ No ☒

3. Do you think the design of this project will meet the needs of motorists, pedestrians, bicyclists, and other users of the facility? Yes ☐ No ☐  
If no, what other features would you like to see incorporated into the design?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

4. Do you support the design of the project as presented here tonight?  
a. Yes ☐ Yes, with the modifications listed: \_\_\_\_\_

b. No ☐ If no, why not? \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

Please leave this comment sheet at the designated location, or mail your comments **WITHIN 10 DAYS** (postmarked by June 22, 2008) to the addressee on the reverse side.

State Project: 0638-029-156, P104, R204, C504  
Federal Project: STP-5401(691) UPC: 5559



Miller, Douglas C.

---

**From:** Karen Mussomele [mailto:karmussomele@hotmail.com]  
**Sent:** Wednesday, June 18, 2008 10:05 AM  
**To:** NOVA Meeting Comments  
**Subject:** Rolling Road Widening Project

Dear Sir or Madam,

In my opinion the money for this project should be spent on other more worthy projects . . . road maintenance for example. But if the project does go through, here are some important considerations:

The speed limit along that stretch of road is currently 30 mph. Many cars exceed this routinely. My home backs to Rolling Road at the bus stop between Rivington and Greely. Cars fly by. Please do not raise the speed limit. This will only encourage drivers to go even faster. It is human nature.

The noise level in my yard and home is considerable. We do not use our deck to sit outside because the noise from the traffic is just too intrusive. We always know when there is a road closing on Rolling because of the sudden quiet in my home. A sound barrier of some sort would be essential to our peace of mind and quality of living once the road is widened and even more traffic is passing by our house. I often sleep with a fan on to block out the sounds of trucks and cars going by during the night --especially the boom, boom of the bass from people enjoying their stereos.

Thank you very much for your consideration,  
Karen Mussomele  
6513 Greenview Lane

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COMMENT SHEET  
VIRGINIA DEPARTMENT OF TRANSPORTATION  
DESIGN PUBLIC HEARING

Meeting Date and Time:  
Thursday, June 12, 2008  
5:00 pm. - 8:00 pm.  
(Presentation at 6:00)

Meeting Location:  
West Springfield High School  
6100 Rolling Road  
Springfield, VA

This comment sheet will become part of the public record for this project.

NAME

(OPTIONAL):

Pat NEARY  
(PLEASE PRINT)

ADDRESS:

8321 LINDSIDE WAY  
SPRINGFIELD, VA 22153

ZIP:

1. Please provide us with any additional information that you believe will assist VDOT in developing the final design of this project:

Design team does not appear aware of South Rolling Rd. It seems no one has driven the ten miles at Rolling Rd. Does not show detail of how students in Terra Grande and Saratoga housing areas get to W. Springfield High School. Does not show detail of construction at EP6 / Fx Pkwy / Rolling Road construction.

2. Do you support the inclusion of on-street parking with this project? Yes ☐ No ☒  
Do you live in a home that will have on-street parking in front of it? Yes ☐ No ☒  
I live South on Rolling Road

3. Do you think the design of this project will meet the needs of motorists, pedestrians, bicyclists, and other users of the facility? Yes ☐ No ☐  
If no, what other features would you like to see incorporated into the design?

4. Do you support the design of the project as presented here tonight?

a. Yes ☐ Yes, with the modifications listed: \_\_\_\_\_

b. No ☐ If no, why not? \_\_\_\_\_

Please leave this comment sheet at the designated location, or mail your comments WITHIN 10 DAYS (postmarked by June 22, 2008) to the addressee on the reverse side.

State Project: 0638-029-156, P104, R204, C504

Federal Project: STP-5401(691) UPC: 5559

On the other end of Fx Hwy and EP6, how can we get onto I95?  
It's important all people working on the project drive thru the area at Rolling Rd. End of EP6. Thank you.

Miller, Douglas C.

---

From: [redacted] O'Brien  
Sent: Saturday, May 17, 2008 11:17 AM  
To: NOVA Meeting Comments  
Cc: [redacted]  
Subject: Rolling Road Widening Project

As one of the few original home owners in West Springfield Village remaining here after 40 years+, we oppose the planned widening of Rolling Road for the following reasons:

- a. There is no basis for the project; no rationale has been provided and there are no apparent benefits to either West Springfield Village residents or commuters. During the last four decades we have seen some increase in traffic on Rolling Road particularly during rush hours; however, from our perspective, the impact has been minimal and limited to brief delays in accessing Rolling Road from the west. Delays in traffic transiting Rolling Road from the North or South are very rare and always are of short duration; accordingly, any benefits to transiting commuters would be problematical.
- b. Projected traffic increases, largely based on uncertainties in development and possible future requirements for the Army or other federal agencies, are out of date and unreliable. Projected traffic, based on accurate historical usage and data, might provide a more useful basis for evaluating this proposed project than the off-again, on-again conjecture and suppositions used now.
- c. The proposed conversion of Rolling Road to a thoroughfare will substantially decrease the value of West Springfield Village homes and seriously impact the safety of West Springfield Village residents. This is especially true for those living on Rolling Road; however, it also will apply to a somewhat lesser extent to Village families west of Rolling Road. The appeal of the neighborhood will be diminished by traffic transiting Rolling Road at planned higher speed with a commensurate decrease in safety for pedestrians (especially children) and vehicles.
- d. There are insufficient funds available now to satisfy continuous urgent requirements for maintenance of Virginia's roads and highways. Funds for widening Rolling Road could be reprogrammed to ameliorate this situation.

In summary, the lack of a clear requirement or justification, the absence of benefits to residents or commuters, the decrease in value to homeowners and in safety to residents and competing requirements for road and highway maintenance of a more immediate nature augur strongly in support of termination of the Rolling Road Widening Project.

Jerome & LaVonne O'Brien 6802 Ontario Street Phone: (703) 451-1830

I'm Jerome O'Brien and I live at 6802 Ontario Street, 1 block west of & parallel to Rolling Road. One weekend, in early 1967, my wife and I came to Fairfax County from Norfolk, VA to look for a place to live as I was being transferred. We expected a long, arduous process as friends had told us about the terrible traffic and high costs of housing that would confront us. We apparently had the world's best real estate agent for, after hearing our situation with 5 children & a 6<sup>th</sup> due in July, and with severely limited funds, she took us directly to West Springfield Village &, in a matter of a few minutes, we'd agreed to buy a house just off a cul de sac behind the new Rolling Valley Elementary School. The developer, Richmarr Brothers had gotten it right. The houses were affordable; the landscaping had left many of the trees and new ones were planted in the front yards; the children could walk to school without crossing any streets and West Springfield High School already had gained a reputation for the outstanding quality of education it provided. We moved in to our new home in May, 1967 and have never regretted our somewhat speedy decision.

At that time, the "village" was aptly named for it was almost a pastoral setting. Cows grazed on Rolling Road, a mile or so from our house. There were only about a half dozen houses between the Southern Boundary of WSV and Alban Road and a one-way rickety bridge provided access over Rte. 95 leading from Pohick to Rte. 1. Of course there was no Saratoga Shopping Center &, for that matter there, was no Saratoga. Similarly, there was no Fullerton Road and the Cardinal Forest Shopping Center didn't exist. Those were the days (he says nostalgically). But seriously, folks. Here we are 41 years later. Development to the South along the Rolling Rd. Corridor is essentially completed. The expansion of Fort Belvoir is behind schedule and the disposition of the Engineering Proving Grounds seems uncertain as other localities compete for the Army's facilities. Rolling Road traffic has increased some; however, it is in no way unmanageable. The traffic light at the intersection of Barnack has improved traffic flow measurably. The biggest problem facing commuters and residents is the one way traffic necessitated by the near non-stop patching repairs that don't seem

to last.

I do not believe that widening Rolling Road beginning in 2012 is necessary based on historical, current or projected usage especially since the relocation of the Army facilities is not firm. I believe it will have a detrimental effect on WSV as a whole, but especially on homeowners living on Rolling Road. A 4-lane highway, bisecting WSV, will significantly alter the character of the village. I believe it is very likely that property values will decline, certainly on Rolling Road, and probably throughout the complex. Noise pollution is expected to occur and the safety of pedestrians and drivers will undoubtedly be impaired. I do not believe this project offers any significant benefit to residents of WSV. It seems to be a massive overkill for uncertain traffic growth. As Adm. Rickover used to say: "It's like pouring boiling water in a cockroaches ear."

contrary to the suggestion by Superior that the safety will be enhanced

Community Consensus

We don't want it to enable faster speeds

These are in addition + supersede my comments submitted previously by

E.M.21.

Jane F. De  
6/12/08

Miller, Douglas C.

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**From:** Nicole Patrick [mailto:[nicolepatrick@2media.com](mailto:nicolepatrick@2media.com)]  
**Sent:** Tuesday, June 03, 2008 3:23 PM  
**To:** NOVA Meeting Comments  
**Subject:** Rolling Road Project

I am writing to express my concern about the widening of Rolling Road. My community in West Springfield wants nothing to do with this project and the idea that outside groups and parties are swaying the county to push this project through is unethical. It should be the residents of West Springfield who make the decision and our decision is that this project should not happen!!!! The increase in traffic puts our children at risk. A wider road means increased speeds by cars regardless of the posted speed limit. There is no reason for a wider road there is no more space to build.

We are perfectly content with the road at its given width and the money for this road can be better spent on improving the current roads not increasing the amount of roads that will need maintenance and therefore spending my tax dollars on something that is NOT needed.

Regards

Nicole Patrick

6906 Brisbane st

Springfield VA 22152

Miller, Douglas C.

---

From: Marty [mailto:mpost@cavich.net] **Post**  
Sent: Monday, June 16, 2008 10:41 PM  
To: NOVA Meeting Comments  
Cc: springfield@fairfaxcounty.gov; DAVEALBO@AOL.COM  
Subject: Rolling Road Widening Project

Having attended the meeting on the 12th, I have the following comments:

1. While the overall plan is fairly good, there needs to be more focus on making the dangerous intersection of Rolling Road and Greeley safer for pedestrians. There are several factors to this need. This is a major crossing point on Rolling Road. Bus riders living on the west side need to cross catch 18H bus. At the west end of Greeley, basically two blocks, is an entrance to the Hidden Pond Nature Center that draws families and kids. In addition, many of the pedestrians in the neighborhood are senior citizens; we don't move as fast any more. The major bend just to the south creates a very limited line of sight for safe crossing in comparison to other points along Rolling Road, so a standard intersect design is not good enough. Northbound cars tend to speed up coming around the curve. At the same time, cars southbound tend to accelerate going up the grade as they approach the intersection. Given the speed at which vehicles are traveling and the limited line of sight, pedestrians are more likely to be caught at in the middle between travel lanes. The pedestrian "safety island" needs to be wider than the normal 4 foot to accommodate mothers with strollers, walkers with dogs, and kids with bikes; I feel it should be a minimum of 6 feet. It should be a cutout in the median strip so that strollers and bikes can be just wheeled in without the need to lift them up. There should be a flashing light, preferably one that could be turned to a stop by pedestrians for safe crossing. The curb "wheelchair" ramp needs to be redesigned so there are two at each corner at 90 degrees facing the crossings straight on. As currently designed, the ramps are 45 degrees from the position needed to cross the street, dumping the user out into traffic.
2. I feel a second light should be added at the Viola to help slow traffic entering the residential area. There is also the point that the intersection is the only egress for that entire subdivision. I would like to see the speed limit between Greeley and Viola kept at 30 mph given the residential character of the neighborhood and the need of people to back out of their driveways.
3. It is important to keep the wider curbside lane. Not only does it give more space to navigate around bikers, but creates a safety zone against drivers who fling open car doors without carefully checking for traffic. It also is helpful with drivers who must back out of driveways.

Mary M. Post  
6724 Holford Lane  
Springfield, VA



**COMMENT SHEET**  
**VIRGINIA DEPARTMENT OF TRANSPORTATION**  
**DESIGN PUBLIC HEARING**

Meeting Date and Time:  
Thursday, June 12, 2008  
5:00 pm. – 8:00 pm.  
(Presentation at 6:00)

Meeting Location:  
West Springfield High School  
6100 Rolling Road  
Springfield, VA

This comment sheet will become part of the public record for this project.

NAME

(OPTIONAL): Mike Quinlan

(PLEASE PRINT)

ADDRESS: 6016 Ashby Heights Circle, Alexandria VA ZIP: 22315

1. Please provide us with any additional information that you believe will assist VDOT in developing the final design of this project:

I approve of the plan as shown -  
Mostly I'm interested in being able to bike on the road.

2. Do you support the inclusion of on-street parking with this project? Yes ☒ No ☐  
Do you live in a home that will have on-street parking in front of it? Yes ☐ No ☒

3. Do you think the design of this project will meet the needs of motorists, pedestrians, bicyclists, and other users of the facility? Yes ☒ No ☐  
If no, what other features would you like to see incorporated into the design?

4. Do you support the design of the project as presented here tonight?  
a. Yes ☒ Yes, with the modifications listed: \_\_\_\_\_

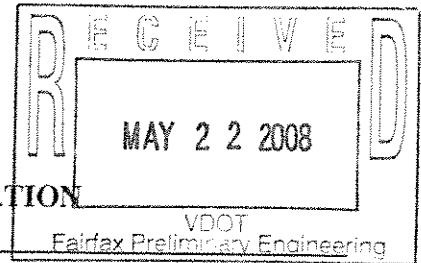
b. No ☐ If no, why not? \_\_\_\_\_

Please leave this comment sheet at the designated location, or mail your comments **WITHIN 10 DAYS** (postmarked by June 22, 2008) to the addressee on the reverse side.





COMMENT SHEET  
VIRGINIA DEPARTMENT OF TRANSPORTATION  
DESIGN PUBLIC HEARING



Meeting Date and Time:  
Thursday, June 12, 2008  
5:00 pm. - 8:00 pm.  
(Presentation at 6:00)

Meeting Location:  
West Springfield High School  
6100 Rolling Road  
Springfield, VA

This comment sheet will become part of the public record for this project.

NAME

(OPTIONAL): RICH RANDA  
(PLEASE PRINT)

ADDRESS: 6903 ROLLING ROAD SPRINGFIELD VA ZIP: 22152

1. Please provide us with any additional information that you believe will assist VDOT in developing the final design of this project:

SHELVE THE PROJECT AND DIVERT FUNDING TO  
WIDEN ROLLING SOUTH OF THE FAX PARKWAY AND  
AROUND FT BELVOIR

2. Do you support the inclusion of on-street parking with this project? Yes ☒ No ☐  
Do you live in a home that will have on-street parking in front of it? Yes ☒ No ☐

SEE ABOVE. ALREADY HAVE CURB PARKING WITHOUT THIS  
UNNECESSARY WIDENING.

3. Do you think the design of this project will meet the needs of motorists, pedestrians, bicyclists, and other users of the facility? Yes ☐ No ☒

If no, what other features would you like to see incorporated into the design?

SEE ABOVE. THERE IS NO JUSTIFICATION OR TANGIBLE  
RETURN ON INVESTMENT SPENDING \$2.8M AND  
RUINING 57 HOMES TO WIDEN 1 1/2 MILES OF  
RESIDENTIAL STREET

4. Do you support the design of the project as presented here tonight?

a. Yes ☐ Yes, with the modifications listed: \_\_\_\_\_

b. No ☒ If no, why not?

ACCOMPLISHES NOTHING BUT WASTING TAX  
DOLLARS AND RUINING A RESIDENTIAL AREA

Please leave this comment sheet at the designated location, or mail your comments WITHIN 10 DAYS (postmarked by June 22, 2008) to the addressee on the reverse side.

Miller, Douglas C.

---

From: ~~jane@ray@aol.com~~ Ray  
Sent: Thursday, May 29, 2008 4:14 PM  
To: NOVA Meeting Comments  
Cc: pat.herrity@fairfaxcounty.gov; chairman@fairfaxcounty.gov  
Subject: Fwd: Rolling Road Widening Project

Re: Rolling Road Widening Project

With the limited amount of space available, I don't see the need to have a bike lane on the road when a multi-modal path will be available. The bikers may have a vocal group but they also have to consider the impact this project will have on the home owners living along Rolling Road. Bikers do not need two options of where to ride their bikes.

Jane Ray  
6802 Landor Lane

Springfield, VA 22152  
703-451-7772

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Stay informed, get connected and more with AOL on your phone.

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Stay informed, get connected and more with AOL on your phone.

Miller, Douglas C.

---

From: ~~DAVID C. Miller~~ *Ritenour*  
Sent: Tuesday, June 10, 2008 7:16 PM  
To: NOVA Meeting Comments  
Subject: Rolling Road Widening Project

Gentlemen/Ladies:

Rolling Road should not be widened and the project as proposed should not go forward. That section of RR is largely residential and should not be made a major through street.

It is difficult enough now to access rolling road from the side streets - which is the only egress from some developments, and the proposed project would only make it worse.

What would really be of help would be sidewalks along Rolling Road from Greeley to Rivington. Bicycle paths along Rolling Road would help promote an alternate means of transportation.

Thank You, Don Ritenour, 7915 Springfield Village Dr. (703) 866-3948.

---

Vote for your city's best dining and nightlife. City's Best 2008.

Miller, Douglas C.

From: Brent Roderick [mailto:brent.roderick@verizon.net]  
Sent: Saturday, June 21, 2008 12:18 PM  
To: NOVA Meeting Comments  
Cc: STP-5401-1@verizon.net, annva@aol.com, VZE35NW7@verizon.net, [mailto:annva@aol.com], [mailto:usdividad@gmail.com], Cloudyimu@hotmail.com, Bob Brenna, [mailto:usdividad@gmail.com]  
Subject: Rolling Road Widening

Reference: Federal Project No. STP-5401 (691)

VDOT Project No. 0638-029-156, PE104, RW204, C504

Gentlemen,

In addition to the comments as expressed in the letter from the Rhygate Homeowners Association and independently from others in the community, I would like comment separately about the traffic safety issue.

I realize that VDOT has no control or authority over the monitoring of speed limits after the project is completed; however, I urge you to make design changes to lower speed limits coming from Greeley Boulevard and Old Keene Mill Road to the Rhygate entrance. If the speed limit is posted at 35 mph, we all know that traffic will be moving at 45 mph when it reaches the Rhygate entrance. Access and egress issues are paramount for our residents, who are most concerned about how to exit Rhygate into traffic coming at speed.

A specific issue is how to make left turns across 4 lanes of oncoming traffic. In my opinion, a remark made by an official during one of the informal meetings held last spring – "you can turn right, then make a U-turn" - speaks to a flaw in the design plan. How far would one have to travel before making that U-turn? For Rhygate residents who commute south to work every day, the U-turn "solution" would be very inconvenient and probably lead to taking chances by turning into the speeding traffic - an accident just waiting to happen. These hazards will increase during the winter when people are commuting to work in the dark.

I understand that solutions such as a signal light, turn lane and other options may not be viable in this case, but I respectfully request that special attention be given to this potentially dangerous issue.

Thank you for your consideration in this matter.

Sincerely,

Brent Roderick  
6404 Eastleigh Court  
Springfield, VA

Miller, Douglas C.

---

From: Yoko Spalding [mailto:[yospalding@earthlink.net](mailto:yospalding@earthlink.net)]  
Sent: Sunday, June 08, 2008 7:30 PM  
To: NOVA Meeting Comments  
Subject: Rolling Road Project

Dear VDOT,

I commend you on soliciting community inputs on your projects and the comments that follow are to assist in your efforts to improve transportation in Northern Virginia and enhance the quality of life in the area. Unfortunately, **I have come to the conclusion that at least one proposed project, the widening of Rolling Road, is a very poor use of limited resources, is likely to do the opposite of what is intended and should be cancelled.** I hasten to add, this is not a criticism of VDOT itself, which has many successful complex projects to its credit.

In the big picture, the problem is with the outdated planning process that leads to projects such as the Rolling Road widening. The idea that *more concrete = better transportation = better quality of life* worked rather well in the latter half of the last century. **It is a very hard lesson to unlearn.** However, the idea has become increasingly bad - the open spaces that existed in this part of Fairfax county have been completely developed and the dominant feature of many traffic arteries is now the frequent occurrence of intersections. No matter how many lanes there are in a road, each main intersection allows traffic in each direction only half of the time, effectively cutting in half the effective number of lanes in each direction. Witness, as I have done, the ease of getting from West Springfield to Dulles Airport during rush hour, except at major intersection where traffic lines up for multiple light cycles. **In short, the more lanes "Los Angeles Freeway" solution is not working in the Los Angeles rush hour, and should be avoided in Fairfax County.**

With regard to the Rolling Road widening, over the past decade I have seen statistics used to justify the project. As an operations research analyst with experience over the past four decades, I personally have found these statistics severely wanting. The estimated average traffic load on Rolling Road went from 58,000 cars per day, originally projected for the early 2000s, to 28,000, then projected for the current time frame to some other numbers projected for post 2010 and then moved out a few years based on a model used by the Metropolitan Council of Governments. Believe me, there is a lot to be questioned about this picture.

Beyond the above numbers, averages are of little use here - what matters is the peak usage (i.e. rush hour). While average and peak numbers may be closely connected in academic statistics, in the real world they are not. The peak number is in what is called the "tail" of the statistical distribution of traffic, and that is notoriously disconnected from the average. It can vary an awful lot, for example depending on the mix of commuters, shoppers, retired persons, weather and so on. It is very much more difficult to come to a good number for peak usage than for the average, but it is the right measure to use if you propose to justify the division of my community by a major road that will bring traffic right under the living rooms and bedrooms of my neighbors. **In short by all appearances, the "studies" that may have supported the decision to widen Rolling Road are based on uncertain data and use an inappropriate measure. Thus, based on what the county and state have published or stated, I believe the studies do not provide credible support for the Rolling Road widening project.**

In closing, thank you for receiving these comments. I am convinced the Rolling Road widening need not and should not be done. I suggest you apply resources in a more nuanced way, possibly straightening some curves, adding turn lanes at intersections such as Greely Boulevard, and redirecting funds to mass transportation. As a simplified example, over 20 years, with interest and at current bus fares, the \$20,000,000 or so proposed for the Rolling Road project could pay for roughly 20 million free bus rides to the Springfield Franconia Metro station - that equates to several thousand commuters a day off the road at peak hours!

Respectfully,

Dr. David Spalding

Strand, Douglas C.

---

**From:** Strand, Paul [Paul.Strand@dnr.virg]  
**Sent:** Tuesday, June 17, 2008 12:37 PM  
**To:** NOVA Meeting Comments  
**Subject:** Rolling Road Widening

Please do what you can for bicyclists as you work on this project. There are thousands of us now, but there'll be tens of thousands in the near future. We need you to do whatever you can for this growing population.

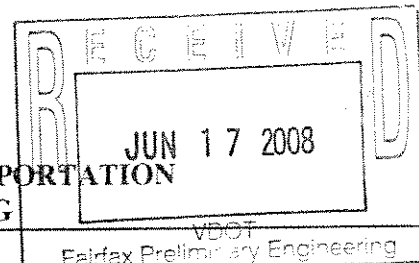
Paul Strand, Fairfax County resident

(202) 467-2521 -- office

(202) 236-8473 -- cell



COMMENT SHEET  
VIRGINIA DEPARTMENT OF TRANSPORTATION  
DESIGN PUBLIC HEARING



Meeting Date and Time:  
Thursday, June 12, 2008  
5:00 pm. - 8:00 pm.  
(Presentation at 6:00)

Meeting Location:  
West Springfield High School  
6100 Rolling Road  
Springfield, VA

This comment sheet will become part of the public record for this project.

NAME

(OPTIONAL):



Marilyn Sullivan  
6814 Bellamy Ave.  
Springfield, VA 22152

ADDRESS: \_\_\_\_\_ ZIP: \_\_\_\_\_

1. Please provide us with any additional information that you believe will assist VDOT in developing the final design of this project:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

2. Do you support the inclusion of on-street parking with this project? Yes \_\_\_ No ☒   
Do you live in a home that will have on-street parking in front of it? Yes \_\_\_ No ☒

- \* Provide wider driveway aprons + wider driveways. have circular driveway  
would provide proper access to roadway.  
3. Do you think the design of this project will meet the needs of motorists, pedestrians, bicyclists, and other users of the facility? Yes \_\_\_ No ☒  
If no, what other features would you like to see incorporated into the design?

*I do not think this project is needed at all.*  
*Where is additional traffic supposed to be coming from*

4. Do you support the design of the project as presented here tonight?

a. Yes \_\_\_ Yes, with the modifications listed: \_\_\_\_\_

b. No ☒ If no, why not? *It's not needed*

Please leave this comment sheet at the designated location, or mail your comments WITHIN 10 DAYS (postmarked by June 22, 2008) to the addressee on the reverse side.





**COMMENT SHEET**  
**VIRGINIA DEPARTMENT OF TRANSPORTATION**  
**DESIGN PUBLIC HEARING**

Meeting Date and Time:  
Thursday, June 12, 2008  
5:00 pm. – 8:00 pm.  
(Presentation at 6:00)

Meeting Location:  
West Springfield High School  
6100 Rolling Road  
Springfield, VA

This comment sheet will become part of the public record for this project.

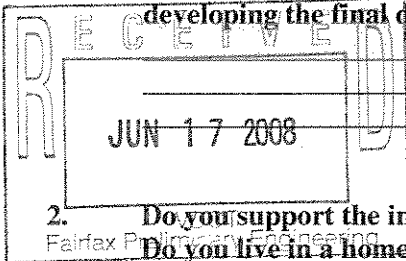
NAME

(OPTIONAL): Glenda Taylor  
(PLEASE PRINT)

ADDRESS: 6714 Halford Ln

ZIP: 22152

1. Please provide us with any additional information that you believe will assist VDOT in developing the final design of this project:



2. Do you support the inclusion of on-street parking with this project? Yes X No       
Do you live in a home that will have on-street parking in front of it? Yes      No X

3. Do you think the design of this project will meet the needs of motorists, pedestrians, bicyclists, and other users of the facility? Yes      No X

If no, what other features would you like to see incorporated into the design?

I am hoping that the design would include crosswalks  
safe ways pedestrians could cross the street. I am afraid  
the light at Barrack would not offer that

4. Do you support the design of the project as presented here tonight?

a. Yes X Yes, with the modifications listed: Some form of safe way  
for pedestrians to cross Rolling Rd

b. No      If no, why not?

Please leave this comment sheet at the designated location, or mail your comments WITHIN 10 DAYS (postmarked by June 22, 2008) to the addressee on the reverse side.

**Miller, Douglas C.**

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**From:** Mark Velsey [velseyman@yahoo.com]  
**Sent:** Monday, June 09, 2008 8:29 PM  
**To:** NOVA Meeting Comments  
**Cc:** [redacted]  
**Subject:** Bike lanes on every project - Rolling Road

I am a 70 year old bicycle commuter. Putting bicycle lanes of every road improvement is a no brainer. Do it, without exception. Money? You can't afford not to.

3217 Martha Custis Drive  
Alexandria, VA 22302-2113  
703-578-0514



**COMMENT SHEET**  
**VIRGINIA DEPARTMENT OF TRANSPORTATION**  
**DESIGN PUBLIC HEARING**

Meeting Date and Time:  
Thursday, June 12, 2008  
5:00 pm. – 8:00 pm.  
(Presentation at 6:00)

Meeting Location:  
West Springfield High School  
6100 Rolling Road  
Springfield, VA

This comment sheet will become part of the public record for this project.

NAME  
(OPTIONAL): ERNIE WEEKS  
(PLEASE PRINT)

ADDRESS: 6505 LAMUSE CT ZIP: 22152

1. Please provide us with any additional information that you believe will assist VDOT in developing the final design of this project:

SITE #3 BELOW  
RECOMMEND COMPLETION PRIOR TO 2012 TO ACCOMMODATE INCREASED  
TRAFFIC DUE TO BOTH LGV JOBS AND SPRINGFIELD WAREHOUSE JOBS (BY METRO)  
RECOMMEND NO BIKES LANE IN MAPLE (USE BIKE PATHS ON BOTH SIDES OF STREET)

2. Do you support the inclusion of on-street parking with this project? Yes ☐ No ☒  
Do you live in a home that will have on-street parking in front of it? Yes ☐ No ☒

3. Do you think the design of this project will meet the needs of motorists, pedestrians, bicyclists, and other users of the facility? Yes ☐ No ☒

If no, what other features would you like to see incorporated into the design?

TRAFFIC LIGHT AT GREELY ROAD (COORDINATED WITH LIGHT AT BACKPACK)  
" " " KENWOOD AVE ( " " " OLD KENNE MILE)  
NEW ENTRYWAY TO SUNOVV GAS STATION ACROSS FROM KENWOOD AVE ENTRANCE

4. Do you support the design of the project as presented here tonight?

a. Yes ☐ Yes, with the modifications listed: SITE #3 ABOVE

b. No ☐ If no, why not?

Please leave this comment sheet at the designated location, or mail your comments WITHIN 10 DAYS (postmarked by June 22, 2008) to the addressee on the reverse side.

State Project: 0638-029-156, P104, R204, C504  
Federal Project: STP-5401(691) UPC: 5559



COMMENT SHEET  
VIRGINIA DEPARTMENT OF TRANSPORTATION  
DESIGN PUBLIC HEARING

Meeting Date and Time:  
Thursday, June 12, 2008  
5:00 pm. – 8:00 pm.  
(Presentation at 6:00)

Meeting Location:  
West Springfield High School  
6100 Rolling Road  
Springfield, VA

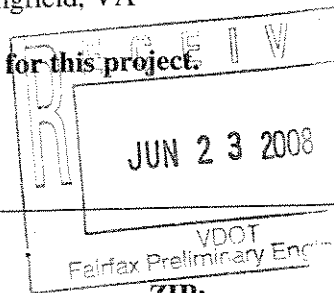
This comment sheet will become part of the public record for this project.

NAME

(OPTIONAL):



FREDERICK H WEEKS  
6809 ROLLING RD  
SPRINGFIELD VA 22152-3429



ADDRESS:

ZIP:

1. Please provide us with any additional information that you believe will assist VDOT in developing the final design of this project:

*I am strongly opposed to the eight (8) foot wide bicycle path. Why can't we have a sidewalk on just one side of the street?*

2. Do you support the inclusion of on-street parking with this project? Yes \_\_\_ No ☒  
Do you live in a home that will have on-street parking in front of it? Yes ☒ No \_\_\_

*Why not have a double width driveway at each house?*

3. Do you think the design of this project will meet the needs of motorists, pedestrians, bicyclists, and other users of the facility? Yes \_\_\_ No ☒

If no, what other features would you like to see incorporated into the design?

*I am not worried about the bicyclists.*

4. Do you support the design of the project as presented here tonight?

a. Yes \_\_\_ Yes, with the modifications listed: *My first thought is that I'm against the project in it's entirety.*

b. No ☒ If no, why not? *If the project must go forward, recommend the changes listed above.*

Please leave this comment sheet at the designated location, or mail your comments WITHIN 10 DAYS (postmarked by June 22, 2008) to the addressee on the reverse side.

Miller, Douglas C.

From: Robert Wells ([REDACTED])  
Sent: Friday, June 13, 2008 11:25 AM  
To: NOVA Meeting Comments  
Cc: [REDACTED]  
Subject: Rolling Road Widening Project

Mr Leonard Siegel, P. E.  
VDOT

I am writing to comment on the current plans to widen Rolling Road.

I have attended a number of planning meetings and reviewed the current plans. I live approximately .50 miles from the south end of the project and frequently travel on Rolling Road.

I do not feel that the plan as presented meets the needs of pedestrians, motorists or bikers primarily because the plan does not include the intersection of Hunter Village Drive and Rolling Road.

It is my personal view that before the final design is approved that a new traffic impact study should be conducted. Traffic counts on Rolling Road as well as neighborhood roads that feed into Rolling Road such as Greeley Blvd and Hunter Village Drive should be included.

The plan to raise the speed limit of Rolling Road to 40 miles per hour is unsafe. A higher speed limit will have a negative impact on the safety of the residents who live on Rolling Road as well as the neighborhoods adjacent to Rolling Road. No matter how the road is "designed for speed" there will be motorists who exceed the speed limit. The speed limit should be no higher than 35 mph.

Currently there can be great difficulty safely making a left hand turn from Hunter Village Drive unto south Rolling Road. It can be difficult to safely cross Rolling Road in the pedestrian cross walk that spans Rolling Road at this intersection. This intersection needs to be enhanced to accomodate a safer left hand turn and to make it safer for pedestrians. This intersection should be incorporated into the Rolling Road project.

When traveling south on Rolling Road there can be great difficulty safely making a left hand turn onto Hunter Village Drive. Traffic exiting the parkway and proceeding north on Rolling Road accelerates thereby making it unsafe to execute the turn.

When taking into account the current pedestrian crosswalk, the cross county trail connections, a bus stop, the two lanes of traffic that may be attempting to make left hand turns through this same intersection, then factoring in the volume of traffic and the rate of speed I feel that this intersection needs to be improved and enhanced for safety as part of the Rolling Road design.

I do not favor adding a light at this intersection as it will likely increase traffic volume through the community in which I live. I do believe that improvements to the intersection are imperative.

I do suport the plans for bike lanes.

Thank you,

Christine Wells  
7740 Rockledge Court  
Springfield, Virginia 22152

**Vaughan, Jan**

**From:** Robert Wells [REDACTED]  
**Sent:** Wednesday, July 02, 2008 1:17 PM  
**To:** Dave@DaveAlbo.com; springfield@fairfaxcounty.gov; Vaughan, Jan  
**Cc:** ~~whitney@wvcc.net; michael.weverett@boeing.com~~  
**Subject:** Widening of Rolling Road

I am withdrawing my previous support for the Rolling Road Widening Project. There appear to be enough valid reasons to consider shelving this project.

- a) Widening Rolling Road will surely increase vehicular traffic and may subsequently effect traffic patterns in surrounding neighborhoods.
- b) The funds could be used to repair and resurface roads in the area that have been sorely neglected.
- c) Bicycle riders can use the Cross County Trail.
- d) The number of residents who will be most effected by this project should be supported in their quest to preserve their property.
- e) With the expansion of the EPG south of the Parkway our entire six year plan for the area needs to be re-evaluated. Monies previously earmarked for the widening of Rolling Road may be put to better use elsewhere.

Thank you,  
Christine Wells, Daventry Resident

07/03/2008

Miller, Douglas C.

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From: ~~mmw1118@aol.com~~ *Wenger*  
Sent: Friday, May 30, 2008 12:29 PM  
To: NOVA Meeting Comments  
Subject: ROLLING ROAD WIDENING PROJECT

We are opposed to this project for several reasons. It will dramatically increase traffic on Rolling Road, it will cause a great deal of disruption for residents of the area, and it will not significantly reduce general congestion in the area.

We hope the project will limit itself to resurfacing the current Rolling Road.

Richard Wenger  
6901 Rolling Road  
Springfield, VA 22152-3432

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Stay informed, get connected and more with AOL on your phone.

Miller, Douglas C.

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From: Yvonne W. <sup>Whittier</sup>~~[yvonnowh@verizon.net]~~  
Sent: Thursday, June 12, 2008 3:19 PM  
To: NOVA Meeting Comments  
Subject: Rolling Road Widening Widening Project

To VA DOT,

We have lived 2 streets off Rolling Road on Sandover Ct for 9 years now. We have found the traffic on Rolling Road to be a total non-issue. It only seems to back up if there is an accident, bad weather, or when the light at Rolling and Old Keene Mill gets off it's timing. We feel very strongly that widening the road is not necessary. When driving on the Southern portion of Rolling Road as you approach Ft Belvoir the road is constantly backed up and has portions where it is extremely narrow. Traffic is much heavier in that section and will probably grow increasingly with BRAC issues. I am opposed to widening the section of Rolling Road from Old Keene to the Springfield Franconia Parkway. It is unnecessary, will be costly, and will reduce quality of life issues for homeowners in this area.

Thanks,

Yvonne Whittier  
6608 Sandover Ct  
Springfield, VA 22152



**Miller, Douglas C.**

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**From:** Norah Wilson [mailto:~~norah@norahwilson.com~~]  
**Sent:** Thursday, June 12, 2008 4:31 PM  
**To:** NOVA Meeting Comments  
**Cc:** Pat.Herrity@fairfaxcounty.gov; chairman@fairfaxcounty.gov  
**Subject:** Rolling Road Widening Project

**Re: Rolling Road Widening Project**

On the topic of curbside parking along Rolling Road; I don't live on Rolling Road, but on a cul de sac off it. When I'm trying to pull out of our street, Clover Ct., onto Rolling Road, it's difficult. Add to that the large commercial construction truck often (and just since the street has been painted for parking or bikes or whatever it's painted for) parked on the east side of Rolling which blocks my view of the northbound, oncoming traffic, and I have a risky situation. I have to edge out in order to get a look to see if it's safe. It must be extremely difficult for the elderly and dangerous for young, new drivers! I most definitely am NOT in favor of curbside parking.

Regarding the bicycle paths along BOTH??? sides of Rolling Road, which I've heard is one of the ideas. That seems like an extreme waste of money. We do need a sidewalk for pedestrians, why not a sidewalk/bike path combination or pedestrians on one side and bikes on the other?

I realize that some people want to commute to work on their bikes. I'm all for that, I wish I could. I also feel that cyclists should have to take an exam equivalent to vehicle drivers and apply for a license to operate a bike. Although cyclists complain about not having enough paths to ride safely on and insist they follow the same rules vehicle drivers do, I find that most cyclists don't. How many times do you see a cyclist come to a complete stop at a stop sign?

I'm not in favor of the project and would like VDOT and our County Supervisors to stop this project and spend the \$30 million elsewhere, possibly adding sidewalk/bike path, on one side ONLY of Rolling Road from Old Keene Mill, south, to Fullerton.

Thank you,

Norah Wilson

8101 Glover Court

Springfield, VA 22152

Miller, Douglas C.

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From: jeff.wise [mailto:jeff.wise@vra.com]  
Sent: Monday, June 09, 2008 5:13 PM  
To: NOVA Meeting Comments  
Subject: Rolling road widening project

I want to ride my bike to the VRE Rolling road Station safely. Please consider bicycle lanes in the widening of rolling road. Regards, Jeff Sent via BlackBerry by AT&T

*Wojanis*

Subj: **Rolling Road Widening Project Comments**  
Date: 6/21/2008 8:55:08 A.M. Eastern Daylight Time

These comments are in behalf of the Kenwood Oaks Neighborhood Association (KONA) for the public record. The only entrance and exit to and from Kenwood Oaks is at the intersection of Kenwood Ave and Rolling Road.

Based on a review of the latest VDOT project plan, making a left turn from Kenwood Ave out of Kenwood Oaks on to a four lane Rolling Road will be a perilous endeavor because there is no designated resting area half way across Rolling Road while waiting for oncoming north bound Rolling Road traffic. During my discussion with a VDOT engineer at the Public Hearing of June 12, 2008, on the project, it was stated that making the left turn would be very difficult if not dangerous unless no cars were coming in both directions which is not going to happen very often. Of course with the anticipated increase in traffic on Rolling Road with the completion of BRAC, the turning issue out and into Kenwood Oaks will be exacerbated.

When driving north on Rolling Road making a left turn into Kenwood Oaks would not be too big a problem because there is a designated area to stop and wait for there to be a traffic opening as indicated in the latest plan.

It seems to me that the solution is to keep the same traffic pattern that we have now, i.e., a standing area that drivers going north on Rolling Road can use prior to turning left into Kenwood Oaks. The same standing area can also be used when drivers make a left turn out of Kenwood Oaks on to Rolling Road going north.

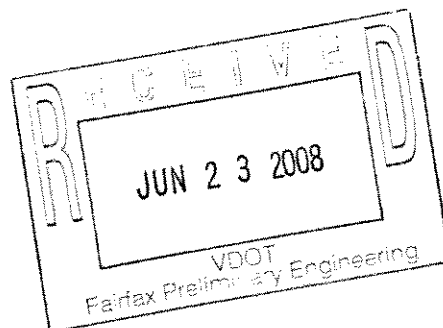
With modification of the plan to include a designated or marked holding area half way across Rolling Road to accommodate vehicles turning left out of Kenwood Oaks from Kenwood Ave, KONA could support the design of the project as presented during the June 12th Public Hearing.

Bill Wojanis, President, Kenwood Oaks Neighborhood Association (KONA)

*W Wojanis*

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Gas prices getting you down? Search AOL Autos for fuel-efficient used cars.



Saturday, June 21, 2008 AOL: WSwoj



COMMENT SHEET  
VIRGINIA DEPARTMENT OF TRANSPORTATION  
DESIGN PUBLIC HEARING

Meeting Date and Time:  
Thursday, June 12, 2008  
5:00 pm. - 8:00 pm.  
(Presentation at 6:00)

Meeting Location:  
West Springfield High School  
6100 Rolling Road  
Springfield, VA

This comment sheet will become part of the public record for this project.

NAME  
(OPTIONAL): William S. WOSANIS, PRESIDENT KENWOOD OAKS  
NEIGHBORHOOD ASSOCIATION  
(PLEASE PRINT)

ADDRESS: 8322 KENWOOD AVE, SPRINGFIELD ZIP: 22152

1. Please provide us with any additional information that you believe will assist VDOT in developing the final design of this project:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

2. Do you support the inclusion of on-street parking with this project? Yes ☒ No ☐  
Do you live in a home that will have on-street parking in front of it? Yes ☐ No ☒

3. Do you think the design of this project will meet the needs of motorists, pedestrians, bicyclists, and other users of the facility? Yes ☒ No ☐  
If no, what other features would you like to see incorporated into the design?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

4. Do you support the design of the project as presented here tonight?

a. Yes ☒ Yes, with the modifications listed: AT KENWOOD AVE ADD A  
DESIGNATED STOPPING AREA HALF WAY ACROSS ROLLING ROAD  
FOR VEHICLES MAKING LEFT TURNS OUT OF KENWOOD OAKS. AS  
TURNING VEHICLES TO STOP FOR VEHICLES GOING NORTH ON ROLLING  
ROAD WHEN THE TURNING VEHICLES ARE IN THE MIDDLE  
OF THE INTERSECTION.

Please leave this comment sheet at the designated location, or mail your comments WITHIN  
10 DAYS (postmarked by June 22, 2008) to the addressee on the reverse side.



**COMMENT SHEET**  
**VIRGINIA DEPARTMENT OF TRANSPORTATION**  
**DESIGN PUBLIC HEARING**

Meeting Date and Time:  
Thursday, June 12, 2008  
5:00 pm. - 8:00 pm.  
(Presentation at 6:00)

Meeting Location:  
West Springfield High School  
6100 Rolling Road  
Springfield, VA

This comment sheet will become part of the public record for this project.

NAME

(OPTIONAL): MARY K WOOD  
(PLEASE PRINT)

ADDRESS: 6710 BARBACK DR ZIP: 22152

1. Please provide us with any additional information that you believe will assist VDOT in developing the final design of this project:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

2. Do you support the inclusion of on-street parking with this project? Yes\_\_\_ No\_\_\_  
Do you live in a home that will have on-street parking in front of it? Yes\_\_\_ No X

3. Do you think the design of this project will meet the needs of motorists, pedestrians, bicyclists, and other users of the facility? Yes\_\_\_ No X  
If no, what other features would you like to see incorporated into the design?

THIS PROJECT NEEDS TO  
BE CANCELED. ANY WIDENING WILL  
MAKE A MORE DANGEROUS ROAD FOR THOSE  
4. Do you support the design of the project as presented here tonight? LIVING IN THIS  
a. Yes\_\_\_ Yes, with the modifications listed: AREA

- b. No X If no, why not?

Please leave this comment sheet at the designated location, or mail your comments **WITHIN 10 DAYS** (postmarked by June 22, 2008) to the addressee on the reverse side.

Miller, Douglas C.

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**From:** PC Wood [mailto:pcwood777@aol.com]  
**Sent:** Sunday, June 22, 2008 12:18 PM  
**To:** NOVA Meeting Comments  
**Cc:** DaveAlbo@aol.com; springfield@fairfaxcounty.gov  
**Subject:** Rolling Road Widening Project

**Attachments:** \_vdot.jpg



\_vdot.jpg (7 MB)

SEE ATTACHMENT FOR YOUR COMMENT FORM

Miller, Douglas C.

From: ~~BruceWright@comcast.net~~ Wright  
Sent: Monday, June 16, 2008 11:44 AM  
To: NOVA Meeting Comments  
Subject: Rolling Road Widening

Rolling Road Widening Project  
Public Hearing  
June 12, 2008

FABB Comments

My name is Bruce Wright, Chairman of Fairfax Advocates for Better Bicycling. We are affiliated with the Washington Area Bicyclist Association which has 7,000 members. I appreciate this opportunity to comment on the project plans.

As gas prices soar past \$4 a gallon and more people are concerned about the effects of driving single occupancy vehicles, more and more people are bicycling as an alternative to driving. The new Fairfax County bike map has been extremely popular. The Rolling Road corridor is an important bicycle route as indicated on the new bike map. It connects the extensive commercial development around the Rolling Road/Old Keene Mill Road intersection to the residential areas to the south and the Fairfax County/Franconia-Springfield Parkway and its parallel trail. Both the Springfield Mall and the Franconia-Springfield Metro station are a short bicycle ride away.

Fairfax County is beginning to realize the importance of providing county residents with transportation alternatives. We support the proposed wide curb lanes. Wide curb lanes on Rolling Road will provide a small amount of extra space on the road for bicyclists. However, the majority of benefits of wide curb lanes are for motorists. The lanes provide increased sight distance for the many people who will be exiting driveways or parking along the road. They provide space for motorists to make evasive actions and they add a recovery area for regaining control of a vehicle.

We support the use of shared road lane markings, sometimes referred to as "Sharrows", on the wide curb lanes.

We also support the parallel trail for less experienced, casual bicyclists. However, while off-road bicycle facilities may be appropriate for those cyclists, they also present many dangers for those using bicycles for transportation. There are many more possible conflicts between motorists and bicyclists when trails cross driveways and intersections, especially when traveling counter to traffic flow. Bicyclists' actions are much more predictable and safe when they are riding on the road. On some roads with paved parallel trails such as the Fairfax County Parkway many cyclists prefer to ride on the paved shoulder instead the poorly maintained and unmarked trail. They also avoid conflicts with the runners, parents with strollers, and dog walkers.

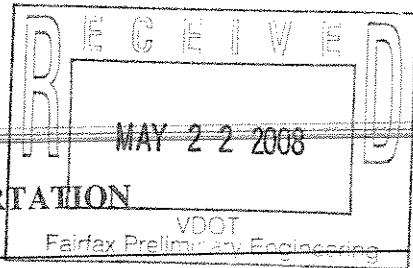
We applaud the design presented by VDOT to include wide outside curb lanes on Rolling Road and we urge VDOT and Fairfax County to adopt the proposed design.

Bruce

--

Bruce Wright  
Chairman, Fairfax Advocates for Better Bicycling (FABB) [www.fabb-bikes.org](http://www.fabb-bikes.org)  
2079 Cobblestone Lane  
Reston, VA 20191  
703-328-9619 - cell





COMMENT SHEET  
VIRGINIA DEPARTMENT OF TRANSPORTATION  
DESIGN PUBLIC HEARING

Meeting Date and Time:  
Thursday, June 12, 2008  
5:00 pm. – 8:00 pm.  
(Presentation at 6:00)

Meeting Location:  
West Springfield High School  
6100 Rolling Road  
Springfield, VA

This comment sheet will become part of the public record for this project.

NAME  
(OPTIONAL): RICHARD & PATRICIA YOST  
(PLEASE PRINT)

ADDRESS: 6919 ROLLING RD., SPRINGFIELD VA ZIP: 22152

1. Please provide us with any additional information that you believe will assist VDOT in developing the final design of this project:  
CURRENT SPEED LIMIT 30MPH. CURRENT AVERAGE SPEED 40+MPH  
NEW LIMIT SHOULD NOT EXCEED 30MPH ENFORCED
2. Do you support the inclusion of on-street parking with this project? Yes ☒ No ☐  
Do you live in a home that will have on-street parking in front of it? Yes ☒ No ☐  
ON THE EAST SIDE ONLY.
3. Do you think the design of this project will meet the needs of motorists, pedestrians, bicyclists, and other users of the facility? Yes ☐ No ☐  
If no, what other features would you like to see incorporated into the design?  
NOT CLEAR. THE FINAL DESIGN AT THIS TIME.
4. Do you support the design of the project as presented here tonight?  
a. Yes ☐ Yes, with the modifications listed: PRESENTATION. NOT CLEAR. FUZZY DATA PRESENTED.  
b. No ☐ If no, why not?

Please leave this comment sheet at the designated location, or mail your comments WITHIN 10 DAYS (postmarked by June 22, 2008) to the addressee on the reverse side.